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Ben
Anderson



Bouncing issue causing continued team strife

The seasons change, but the fundamentals of Formula 1 never really do. Abu Dhabi and the rancour of 2021 is gradually receding, and Red Bull anyway has new fish to fry this year thanks to resurgent Ferrari, but off-track the battle is still very much on with Mercedes – and the FIA.

Last month, Stuart Codling's excellent *Flat Chat* column detailed concern among drivers – voiced eloquently by Ferrari's Carlos Sainz – that he and his colleagues are being bounced into oblivion by F1's new generation of ground effect cars, which also afflicted his predecessors 40 years ago.

The day before Canadian GP practice, the FIA issued a technical directive and pledged to convene a special technical panel with F1's teams to "define measures that will reduce the propensity of cars to exhibit such phenomena in the medium term".

Mercedes clearly has suffered most with so-called 'porpoising' (where the car bounces as its floor experiences aerodynamic stall followed by rapid re-attachment of airflow) and mechanical bouncing (where the car is too stiff to ride bumps and kerbs).

When Mercedes appeared for FP1 with a second stabilising floor stay fitted to W13, which it later removed amid the threat of protest, F1's conspiracy theorists went into apoplexy: 'How on earth did Mercedes have advanced knowledge of this technical directive?'

Matters came to head during a filmed meeting of F1's team principals (succour for Netflix no doubt) in the Montréal paddock, where Mercedes boss

Toto Wolff argued with Red Bull's Christian Horner and Ferrari's Mattia Binotto – accusing them of "manipulations in the background" over what he and the FIA regard as a fundamental safety issue.

Wolff's argument is that Ferrari is blocking safety progress by making petty procedural objections, while Red Bull is selfishly trying to protect a competitive advantage gained from RB18 being able to control both porpoising and bouncing (Ferrari suffers from one and not the other; until recently Mercedes suffered badly with both).

Horner's position (no doubt shared, at least partly, by Binotto) is that Mercedes is lobbying for changes that will improve its own competitive position inside the trojan horse of a safety argument. "The problem is they're running their car so stiff," Horner said. "I think their concept is the issue [rather] than the regulation."

This month's cover star, Max Verstappen, articulated Red Bull's fundamental position the rules should not change mid-season, knowing he stands to lose more than most – and also that Ferrari and Red Bull genuinely fear the aerodynamic potential of W13.

Although collaboration and collective interest are somewhat in vogue, F1's good old-fashioned competitive self-interest is still alive and kicking.

• *This issue will be my last as editor. I leave you in the capable hands of 'Codders'. I want to thank you all for the past three years and nine months. It's been a blast. I wish you all the best.*

Contributors



OLEG KARPOV

Oleg sat down with Max Verstappen this month, for our exclusive cover feature (p30), and also played chess with Mick Schumacher (p56)



MATT KEW

Autosport's Formula 1 editor Matt takes a look at the form of the three home drivers ahead of the upcoming British Grand Prix (p40)



STUART CODLING

Codders has had a chat with F1 returnee Alex Albon (p48), and has also crafted a piece on the Red Bull RB5 for our NTWAC feature (p74)



DAMIEN SMITH

Damien concludes his superb series on the history of Brabham, detailing the team's final success before its slide into oblivion (p64)

Team principals

Editor
Ben Anderson
President, Motorsport Network
James Allen
Vice President of editorial
James Dickens

Drivers

Managing editor
Stewart Williams
Executive editor
Stuart Codling
Art editor
Frank Foster
Staff writer
Oleg Karpov

Pit crew

Principal photographer
Steven Tee
Columnists
Ben Edwards
Pat Symonds
Mark Gallagher
Maurice Hamilton

Photo agency
Motorsport Images
Publishing director
Sunita Davies
Production controller
Ben Webster

Advertising

Head of print advertising
Ben Fullick
ben.fullick@autosport.com
Sales executive
Harvey Falshaw
harvey.falshaw@autosport.com

Subscriptions

Email: help@asm.secureorder.co.uk
Customer hotline/back issues
0344 848 8826
Subscriptions marketing executive
Matt Sleight



Editorial tel +44 (0)20 3405 8100

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The drive of a champion

It was a storming drive from Max Verstappen to win the Canadian Grand Prix – one of those races where just as you're starting to think the outcome is a bit of a formality, something happens to disrupt those expectations. Although from a purely functional point of view, as a photographer this puts you in a quandary: you want to watch the last couple of laps unfold but you have to get to the podium to shoot that...

Speaking of the podium, this was a peculiar one to shoot because the organisers have put in a balcony with glass panels on the front. Is it a health and safety thing? The reflections were pretty terrible.



Photographer
Andy Hone

Where Montréal, Canada

When 3.55pm, Sunday
19 June 2022

Details Canon EOS-1DX MkII
70-200mm lens, 1/2000th @ F2.8









A ray of light before the cloud of smoke

Ferrari's form in Baku seemed much better than expected, given the track configuration favoured Red Bull... on paper. It was good for the championship to see Charles Leclerc stick it on pole position, less so to watch both Ferraris grind to a halt and make it much less of a race.

Rewind to Saturday. There's a lot to like about Baku from a photographic point of view. The timing of the quali session, in the early evening, gives you this lovely shaft of light on the section between Turns 10 and 11. It picks out the foliage overhanging the circuit and casts a nice shadow from the car. Plus the Ferrari is a fantastic shape, especially from this angle.



Photographer

Andy Hone

Where Baku, Azerbaijan

When 6.17pm, Saturday
11 June 2022

Details Canon EOS-1DX MkII
70-200mm lens, 1/1250th @ F5.6

Why Fernando has still got it

It's no secret that I'm a huge Fernando Alonso fan. I've had the privilege of working with him, on and off, since his early days as part of Renault's driver development scheme. So it was fabulous to see him seizing the moment on Saturday in Montréal when the weather was changeable and the levels of grip thoroughly uncertain. He's still got it. What a pity the race came unglued for him – I'm not sure this stop came at the right time.

This is a classic panning pitstop shot with a very slow shutter speed, about as low as you'd want to go, to set up the motion blur. The Alpine is really good for shots like this because the colours of car, crew and driver really pop.



Photographer
Steven Tee

Where Montréal, Canada
When 3.06pm, Sunday
19 June 2022

Details Canon EOS-1DX MkII
24-100mm lens, 1/8th @ F32









Splashing through the Stygian murk

You might have seen a similar angle to this if you follow the various Formula 1 correspondents on social media: I was able to gain access to a balcony in the building where the media centre is located, the advantage being a little bit more height and not having to shoot on a cameraphone through a grubby window pane.

What a grim afternoon this was looking at this point. When you're out there you're not necessarily plugged in to everything that's going on, so the scenario with the starting procedure wasn't all that clear. What was obvious was how difficult the conditions were – check out all that spray just as they were trundling round!



Photographer
Carl Bingham

Where Monte Carlo, Monaco

When 3.19pm, Sunday
29 May 2022

Details Canon EOS-1DX MkII
16-35mm lens, 1/800th @ F8





No time for tunnel vision

You always have to be on the lookout for ways to do something a little different. Shooting through the Armco isn't unique – heaven knows, F1's legion of media centre 'influencers' were out doing it with their cameraphones every session – but the key is to lift the shot somehow.

I'd been shooting through the barrier in the tunnel during FP1. The cars are nice and close, but nothing really stood out. I was planning on going somewhere else for FP2 but on the way through the tunnel I saw how the sun was creeping round and flooding the exit with light, so I stopped. The contrast really adds dynamism to this angle.



Photographer
Glenn Dunbar

Where Monte Carlo, Monaco

When 5:47pm, Friday
27 May 2022

Details Canon EOS-R3
14-35mm lens, 1/16000th @ F4

LAST FEW SEATS OPEN FOR 2023 AS PÉREZ INKS RED BULL DEAL

01 **Sergio Pérez's contract extension** with Red Bull, agreed beforehand but announced in the wake of his Monaco GP victory, came as little surprise – but there still may be plenty of changes to other teams' line-ups for 2023.

The Mexican's new two-year deal inevitably raises the question of Pierre Gasly's future. After returning to Toro Rosso (subsequently renamed AlphaTauri) mid-season in 2019, Gasly took an opportune but well-deserved win at Monza and has made two further podium appearances. With these and other doughty performances Gasly has provided ample reasons for speculation about a possible Red Bull comeback – but it is now evident that will not happen, either in the short term or the distant future.

Pérez fully meets the needs of the team. He is much closer to Max Verstappen this season compared with the previous year, which at the same time hasn't affected his willingness to follow team orders. For Red Bull to make the decision to extend Pérez's contract this early was not a leftfield move. It seemed "logical" even to Gasly.

"I mean, it's not like it was a surprise because I'm a very objective person," Gasly said in Baku, a few days after the official announcement of the new contract for the Mexican. "And based on what they expect from the second driver, Pérez ticks all the boxes. He is doing an amazing season. He's performing very well this season, [he's] fast. Some backup financially, good experience, and he's a good fit for the team."

The subtext of this phrasing is clear: Gasly sees himself as a number-one driver rather than a compliant number two. His current contract with Red Bull runs until the end of 2023 – and AlphaTauri boss Franz Tost has already claimed that the probability of Gasly seeing it out within the Faenza squad is 100%. But after that, Pierre will become a free agent.

"At the moment, for sure, beyond 2023, I consider all options," Gasly explained. "I have ambitions, and my ambitions are more than just fighting for top 10s. That's not what I work for every day. I want more than that. I want to fight at the front."

Could his next destination be Woking?

McLaren is one of the teams which might have an opening. Daniel Ricciardo's contract runs until the end of the next season, but he is not living up to the team's expectations. CEO Zak Brown has signalled that clearly through the press. When your boss starts to speak about

the "mechanisms" allowing for a driver to be released from their contractual obligations before the end of their deal, it's never a good sign.

Ricciardo has finished in the top 10 only three times (including the Imola sprint) this year and his points tally is more than three times fewer than that of McLaren's other driver, Lando Norris. And although it's still unlikely Ricciardo will be dropped by the team before his contract expires at the end of 2023, his chances of getting another deal with McLaren appear to be slim at this point.

Another potential option for Gasly is Aston Martin. Sebastian Vettel is still undecided about whether he wants to continue his F1 career, but it won't be an exaggeration to say

PICTURES: CARL BINGHAM



Any hopes Gasly (above) had for a return to Red Bull to replace Pérez (right) have gone, but McLaren, in place of Ricciardo (below), could be an option





There are question marks about Alonso and Vettel (left) for 2023, in Alonso's case because of Alpine reserve driver Piastri (right)



that the current form of his Aston Martin team hardly befits a four-time world champion. Vettel has indicated that talks about a possible extension wouldn't start before the summer break, and the team's main priority in the meantime has to be the car's performance.

Another veteran, Fernando Alonso, is in a similar (although not identical) situation. At the end of July, he

will turn 41, but – in contrast to Vettel – Alonso has already made clear he isn't willing to stop at the end of the year. Alonso intends to continue, but it remains to be seen whether he will stay with Alpine. His current agreement expires at the end of this season. And despite Fernando's impressive performances (his second in qualifying in Canada was an explicit confirmation that he's still got it), the team does have something to think about – with Alpine's protégé and reigning F2 champion Oscar Piastri waiting in the wings, and Esteban Ocon having a multi-year deal.

Extending Alonso's contract, insiders indicate, is the priority option, but Alpine is keen to secure Piastri a race seat for 2023. According to rumours, the team is trying to negotiate with Williams, where Oscar could replace Nicholas Latifi. Such a move would be logical, since the Canadian is struggling to match Alex Albon's results, and his deal is coming to an end. There are suggestions Piastri could even take Latifi's seat before the end of this season, but this seems unlikely.

One of the critical points in the negotiations is Piastri's

status. Alpine would be happy with a loan deal for a season or two. In such a scenario, the Australian could replace Alonso when Fernando eventually calls it a day in F1.

But Williams, for its

part, would want to avoid being seen as a stopgap option. Still, it seems as if Piastri is atop the list of potential occupants of the second seat, should Williams decide to part ways with Latifi and his sponsorship money.

But the picture remains fluid. One potential scenario – although a bit of a wild one – is that Piastri will replace Alonso at Alpine after all. This could happen if, for example, Vettel does indeed finish his career at the end of the season, and Aston Martin signs Alonso as his replacement. F1's 'silly season' has only just begun – and promises to be riveting... ►

"I HAVE AMBITIONS, AND MY AMBITIONS ARE MORE THAN JUST FIGHTING FOR TOP 10s" **PIERRE GASLY**

PANIC STATIONS OVER COST INFLATION

02 Formula 1 teams are good at many things, but they excel at one particular undertaking: spending money.

Such was the nature of the discussion around adopting a budget cap – passionate advocacy by some teams, grudging acceptance by others – that it was obvious the subject of compliance would become heated sooner or later. And so it has come to pass, as events in Ukraine have magnified inflationary pressures already percolating through the global economy.

Team freight costs, according to forecasts, will double this season and utility bills have also spiked. As a result, many teams realised as soon as last spring that meeting the existing limit would be challenging. This year's cap is set at \$141.2m, and several team principals – particularly those of the top squads – have openly stated they will not be able to observe it.

"I don't think there is any way for us – and for many teams – simply to stay within," said Ferrari team principal Mattia Binotto.

That opinion is shared by Christian Horner, his opposite number at Red Bull, who believes "all the major teams are going to breach that 140 count this year", and Andreas Seidl, who says his McLaren team is "at a position" where it "can't make the cap anymore".

Most of the teams hope the FIA will take economic realities into account, and introduce adjustments to the rules permitting a degree of overspend. However, as is often the case in F1, this option will not suit everyone, such as those teams confident of operating below the cap

Alfa's Frédéric Vasseur (right) and Haas's Guenther Steiner in conversation in Monaco. Their teams are known to be against any tinkering with the budget cap



this year. The opposition appears to comprise three teams – Alfa Romeo, Haas, and Alpine – and it will be very difficult to push through changes without their consent.

Paddock insiders indicate several teams are ready to commit a conscious violation of the financial regulations and simply see what comes of it. The rules state that overspending by less than 5% of the cap is considered "minor," and it seems, at this point, that roughly half of the teams intend to test what this definition means. The rules provide no specific punishment, only stressing that the sanction can be a "financial penalty" and/or "any minor sporting penalties".

The regulations list "unforeseen force majeure events" as mitigating factors. But would judges view inflation and increased transportation costs as such?

Fines may be viewed as insufficient, especially in relation to the biggest teams, whose income this year will significantly exceed whatever they spend. They might view a fine as a bearable additional expense. But what about drastic measures, such as removing points or suspending teams from races?

Alfa Romeo boss Frédéric Vasseur believes those struggling to stay under the budget cap can "switch off the wind tunnel" and abandon any car upgrades. But this would be particularly difficult for teams involved in the title fight.

"I think if we have exceptional circumstances like we are in at the moment," said Seidl, "which are arising in the course of the season when everything was set already in terms of budgets, there needs to be always the possibility to have some common sense discussions and find good solutions for the sport."

The real issue is that, in F1, common sense isn't that common. ►

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FORMULA 1 SETS SIGHTS ON 24 RACES IN 2023

03 Formula 1 is aiming for another record-breaking calendar in 2023. According to series boss Stefano Domenicali, next year's schedule could include up to 24 events. F1's biggest challenge at the moment is not finding new venues but deciding which of the existing ones to drop. As it stands, even Monaco and Spa are under threat.

An attempt at 23 GPs this season was unsuccessful – F1 had to cancel the race in Russia after the outbreak of hostilities in Ukraine. However, it is almost certain to attain a new record in 2023. A new race in Las Vegas has already been officially announced, and the question of a return to South Africa is also practically resolved. Domenicali met with the country's government in mid-June, and next year F1 will almost certainly return to Kyalami for the first time since 1993.

In addition, the Chinese and Qatari Grands Prix are expected to return. The list of countries seriously interested in hosting a Formula 1 race went beyond double-digits last year, raising the possibility of certain races being rotated out.

"The calendar for next year is being prepared," Domenicali told French newspaper *L'Equipe*.

"Having 30 GPs wouldn't be reasonable. Our preferred option would be to keep 23 or 24 races. To achieve this, based on the demand, we're going to work with the principle of rotation – not only for Europe but other countries too."

Right now, the leading contenders for losing a permanent spot on the schedule are France and Belgium.

Spa's contract expires this year, and the upcoming race in August is seen as the last opportunity for the local promoter to convince F1 bosses to grant another deal. Reliance on historical status is no longer an option. Spa will be required to raise its game in terms of entertainment and overall fan experience.

"Zandvoort last year was a game-changer," one insider told *GP Racing*. "It was a four-day festival with an F1 race on top of that. The entertainment programme, the show, and the VIP guests' profile set a new standard. Other races must keep up."

Not even Monaco is guaranteed a slot. The race promoters have no contract beyond 2022, and F1 wants to ensure better financial terms with any new agreement. The race organisers in the Principality have traditionally had one of the cheapest deals with F1, since Monaco's GP was considered the most prestigious on the calendar. However, since the F1 audience is growing ever younger, that factor is no longer as significant – indeed, it may no longer even be true.

"OUR PREFERRED OPTION WOULD BE TO KEEP 23 OR 24 RACES. TO ACHIEVE THIS, BASED ON THE DEMAND, WE'RE GOING TO WORK WITH THE PRINCIPLE OF ROTATION"

STEFANO DOMENICALI, F1 CEO

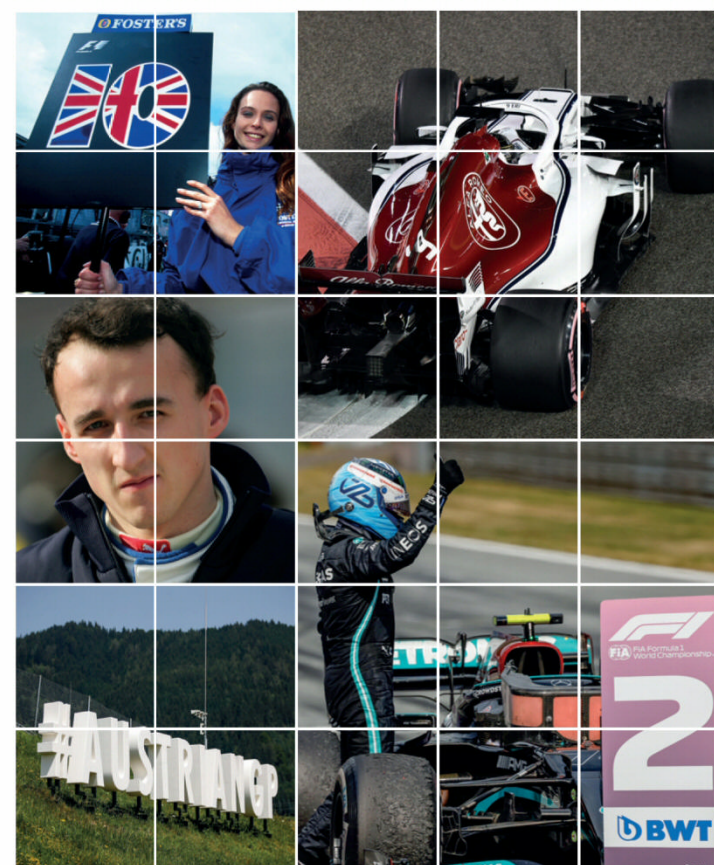


The South African GP seems certain to be added to the 2023 calendar, with Kyalami the natural venue

F1 MASTERMIND

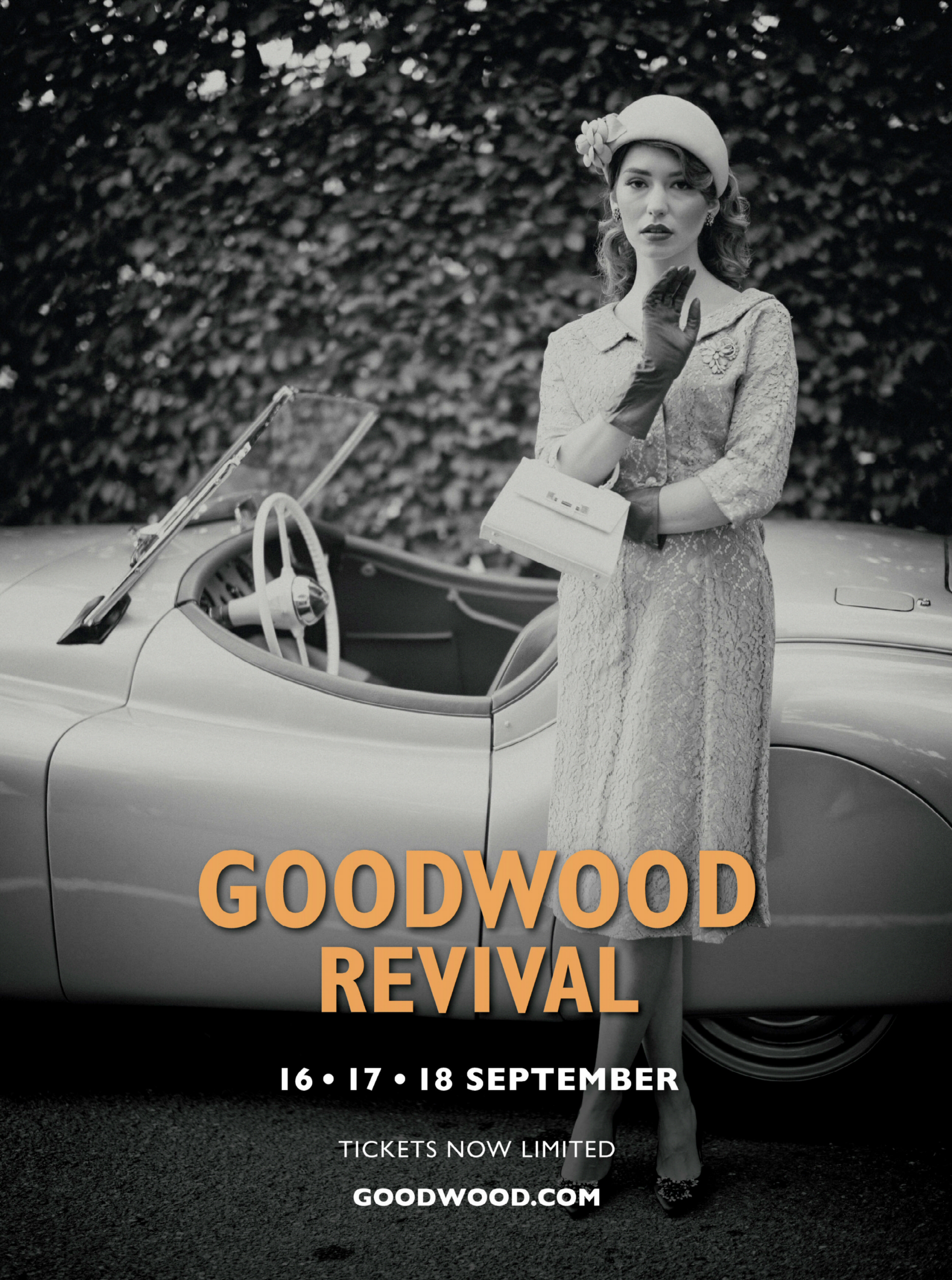
Your chosen specialised subject: the world's greatest motorsport

- Q1** Lando Norris took his first F1 podium in the 2020 Austrian GP but who finished first and second?
- Q2** In his five years at Mercedes, how many times did Valtteri Bottas finish second in a GP: 27, 31 or 35?
- Q3** Marcus Ericsson won this year's Indy 500 but for how many seasons did he race in F1?
- Q4** In the 1962 and 1963 seasons all but two of the races were won by British drivers. Which two non-British drivers won a race each in that period?
- Q5** When and where did Robert Kubica claim his one and only pole position?
- Q6** Who am I: I started 215 GPs from 2002 to 2013 for Minardi, Jaguar, Williams and Red Bull, winning nine times, with 13 poles and 19 fastest laps?
- Q7** True or false: the Austrian GP has never been won by an Austrian?
- Q8** Prior to the Azerbaijan GP, when was the last time both Ferraris retired from an F1 race?
- Q9** In 2000 the British Grand Prix was held in April. Who were the four British-born drivers that took part that year?
- Q10** One of the top 10 in the final 2021 points standings didn't lead a race last year. Who was it?



1 Valtteri Bottas, Charles Leclerc 2 27 3 5 (2014-2018) 4 Bruce McLaren, Dan Gurney 5 Bahrain 2008 6 Mark Webber 7 Felipe 8 1984 8 2020 Italian GP 9 Jensen Button, Niki Lauda won it in 1984 10 Eddie Irvine 10 Pierre Gasly David Coulthard, Johnny Herbert, Eddie Irvine 10 Pierre Gasly

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OPTIMISM IS RICCIARDO'S RAISON D'ÊTRE

Optimism is such a valuable aspect of life.

We are bombarded with evidence that proves the benefits to health, reduced stress and pathways to a more successful life. Many sports stars have grown up with it, and there was a clever call in late 2020 when Daniel Ricciardo was given the title 'Chief of Optimism' by the Australian telecommunications company Optus – to be an inspiration for customers and staff.

Daniel often puts a smile on faces around him, and his enthusiasm for the whole world of motorsport is infectious. Team members get a lift from his bounce, fans queue up to get a glimpse of his cheeky grin as he heads for the paddock, and his entertaining podium celebrations when he's drinking fizz from sweaty race boots have enthralled viewers around the world.

The timing of his optimism role was well placed after a positive season. In his second year at Renault (now Alpine), Daniel achieved two podium finishes – including the first for an official Renault entry in over nine years and a

run of 11 consecutive races in the points. He also outqualified Esteban Ocon on 15 occasions during the shortened 17-race calendar. No doubt Daniel was swathed in optimism as he prepared to switch to McLaren, the team that beat Renault to third in that year's constructors' championship.

Since then, maintaining that positive attitude must have taken a bit more effort. Despite an initial couple of races where he outqualified new team-mate Lando Norris, the rest of 2021 was a struggle for Ricciardo to match the talented young Brit – and although he celebrated victory at Monza, the cheerful Aussie ended up 45 points adrift of Lando's total.

Thankfully it didn't seem to knock Dan's attitude. Speaking to the *Australian Financial Review* magazine late last year he said: "This is my dream job. I've made it so why should I not have a smile on my face? If you like something, I think naturally your emotions come out. So the smile on my face is real. It's genuine. It's pretty much as straightforward as that."

This season started with some similarly tricky times, despite the hope that a car built to all-new regulations might have given him the feel he wanted. Norris still had the better start, and while there have been a few positive aspects, the downturn compared with sunny times at Red Bull – when Daniel was winning races and beating Sebastian Vettel – must be ticking away in his mind.

Ricciardo turns 33 on Friday at Silverstone,

during preparation for his 13th grand prix at the venue where he made his F1 debut. He is now the most experienced Australian grand prix driver in terms of races contested, and one of just four to have become a winner. But now is a key time in his career and his thoughts must be buzzing around; reminders of where it all began and prospects of where it might all come to an end.

His contract with McLaren is due to carry him through to the end of 2023 and it seems unlikely that chief executive officer Zak Brown will call for an earlier cut-off, despite all the chat about potential future stars from the US. Yet the realisation that the next 18 months might be the end of his time as an F1 driver must surely be circulating in Ricciardo's brain.

Double world champion Mika Hakkinen was 33 when he decided to step back from his McLaren F1 duties, while Nico Rosberg was only 31 when he shocked many by quitting Formula 1 after winning the 2016 title. Often the drivers with real talent and respect who miss out on titles, such as Rubens Barrichello and Felipe Massa, continue into their late 30s – and we've seen Nigel Mansell, Michael Schumacher, Kimi Räikkönen and Fernando Alonso maintain their

desire and performance into their 40s.

But will Ricciardo have that motivation if he's not in a winning team with which he feels fully integrated? For all his positive vibes there may come a point when he would rather switch to another aspect of life where his attitude could have a more winning effect than it does in a team that doesn't work for him. I'm sure that's why he's focused on becoming a public figure for various corporations: a 'buy now, pay later' company, another that makes and delivers healthy meals, and a wine producer that creates a range of reds using his initials and race number (DR3).

It's another angle to give him focus on life beyond F1, as well as working well with his current driving role. As he told *LinkedIn News Australia* recently: "I think that's why a lot of people move around and change jobs; because they want to grow and they want to push themselves that step further... (to) move forward with everything new that you learn."

These new angles give Ricciardo revised objectives and perhaps a healthier way to look forward in life no matter what happens to his F1 career. There's only so much you can do in a car and a vast expanse of the F1 world is out of his control. But his personality and the way he connects with people, his comfort in front of a camera and the sheer optimism he can encourage others to adopt, could give him a whole new direction once the F1 door is closed.



In his second season at Renault, Ricciardo outqualified teammate Ocon 15 times in 17 races and managed two podiums



Dan performs his trademark 'shoey' after winning last year's Italian GP at Monza



Dan with McLaren CEO Zak Brown (centre). Ricciardo's current contract only lasts until the end of 2023



Ricciardo's grin has been gracing the F1 paddock for well over a decade now



With maybe a view to life after F1, Ricciardo has become involved with wine through the DR3 reds



Ricciardo has generally struggled to match Norris at McLaren



Monza was a welcome victory for team and driver and proved that Ricciardo could win outside of Red Bull



UNDER THE HOOD

PAT SYMONDS

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This is what Racing Point did and it led to a change in the rules prohibiting techniques such as scanning and photogrammetry, or indeed any digital techniques, to reproduce those elements of a competitor's car which were now termed 'Listed Team Components' and carefully defined in the technical regulations.

A further significant change was brought in for 2022. The new generation of Formula 1 cars required a root and branch revision of the regulations governing the bodywork and aerodynamics. Over many years, Article 3 of the regulations, which governs this area, grew to a point where it became unwieldy and was out of step with the computer-based design techniques that teams had employed

for decades. The opportunity was taken to bring this section of the rules up to date by defining various volumes within which aerodynamic surfaces had to lie.

For some time, teams have been required to lodge information with the FIA at the beginning of the season to demonstrate compliance with the rules – but the change to the modern regulation of bodywork meant that teams now had to present CAD models to the FIA, which were checked against the regulations by the FIA's team of scrutineers. This also allowed checks to be made at the circuit by advanced scanning techniques, rather than the old-fashioned physical measurements of the past.

So, if direct copying of competitor cars was no longer allowed, and bodywork surfaces had to be checked by the FIA, how did the two cars end up looking similar and how did the FIA determine that no regulations had been broken?

To answer the first part of the question one needs to understand the complexities of design integration required of a modern F1 car. Every millimetre of every component is analysed to give maximum performance, and this generally means to allow the best possible aerodynamic efficiency. This leads, for example, to very compact suspension designs, the kinematics of which can dismay the vehicle dynamics team. It also means a starting point for the design is the cooling system. The current power units are incredibly efficient, but also extremely powerful and this means that a great deal of heat has to be rejected to the water and oil ►

ASTON CHANGES RE-OPEN COPYING CONTROVERSY

The Spanish Grand Prix is traditionally a race where the first major updates of the season are seen and this year, although no longer the first European race, every team except Haas brought some development to their cars. What caught most people's attention, though, were the changes made to the Aston Martin – which many felt bore more than a passing resemblance to the Red Bull as raced from the beginning of the season.

It's perhaps unfortunate the Silverstone-based team drew such focus having already been subject to intense scrutiny in 2020, after producing what many dubbed 'The Pink Mercedes', a clever replica of the successful 2019 works Mercedes car. But this time was very different in many ways.

The 2020 Racing Point RP20 – which enraged other teams by its close resemblance to the Mercedes W10 of the previous year was, in essence, entirely legal. True the team was ultimately fined and had points deducted for copying a relatively minor area of the Mercedes brake ducts, but this was trivial in the overall scheme of things.



The Racing Point RP20, very similar to the previous year's Mercedes, led to a further examination of the regulations

What this did lead to was a close examination of what the regulations meant and what they actually said – not always the same thing.

What makes F1 different to other professional single-seater formulae is that the competitor must be a constructor, and for many years this was defined by ensuring the intellectual property of major parts of the car was generated and owned by the competitor. This was achieved by ensuring that certain 'Listed Parts', and the knowledge behind them, was not shared between teams.

There was, however, nothing to stop a team using advanced inspection techniques to examine a competitor's car and reproduce it themselves.



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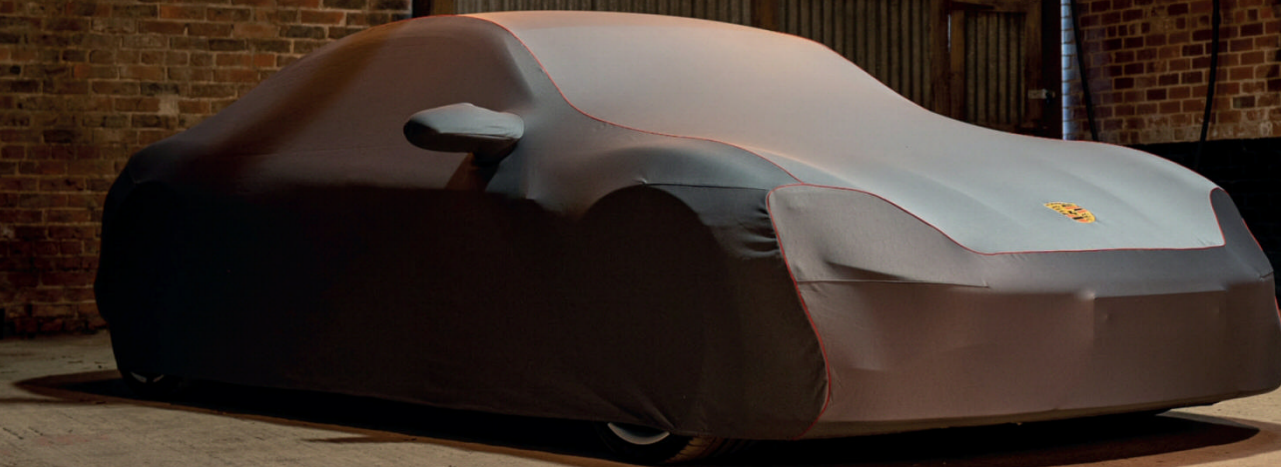
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Aston Martin started the season with shallow-angled radiators while other teams, such as Williams, went for a steeper but shorter solution

It was Aston Martin's Spanish GP sidepod solution (left), similar to that on the Red Bull RB18, that re-ignited the question of copying

radiators as well as the charge air coolers and coolers for the gearbox, hydraulics and hybrid electrical systems. The heat exchanger layouts therefore become a starting point for car architecture.

An important factor in aerodynamics is getting high-energy clean air to the rear of the car, and this led to the highly undercut sidepod designs that were common prior to 2022. This year, there have been two schools of thought: The first is to retain the undercut by keeping the radiators high in the sidepod and laying them at a shallow angle. The alternative, perhaps shown in the extreme by Williams, is to mount the radiators at a much steeper angle, keeping the sidepod wider but shorter and relying on a downwashing flow from the top of the sidepod to energise the surfaces at the rear of the car. Aston Martin investigated both but started the season with the former before switching to the alternative philosophy for the Spanish GP.

The FIA has the right to investigate the

provenance of any design and this it did. Due to the long lead times involved, the updated Aston Martin radiator design was lodged with the supplier well before the Red Bull RB18 was seen in public – and before the much talked-about transfer of personnel took place. This left no case to answer.

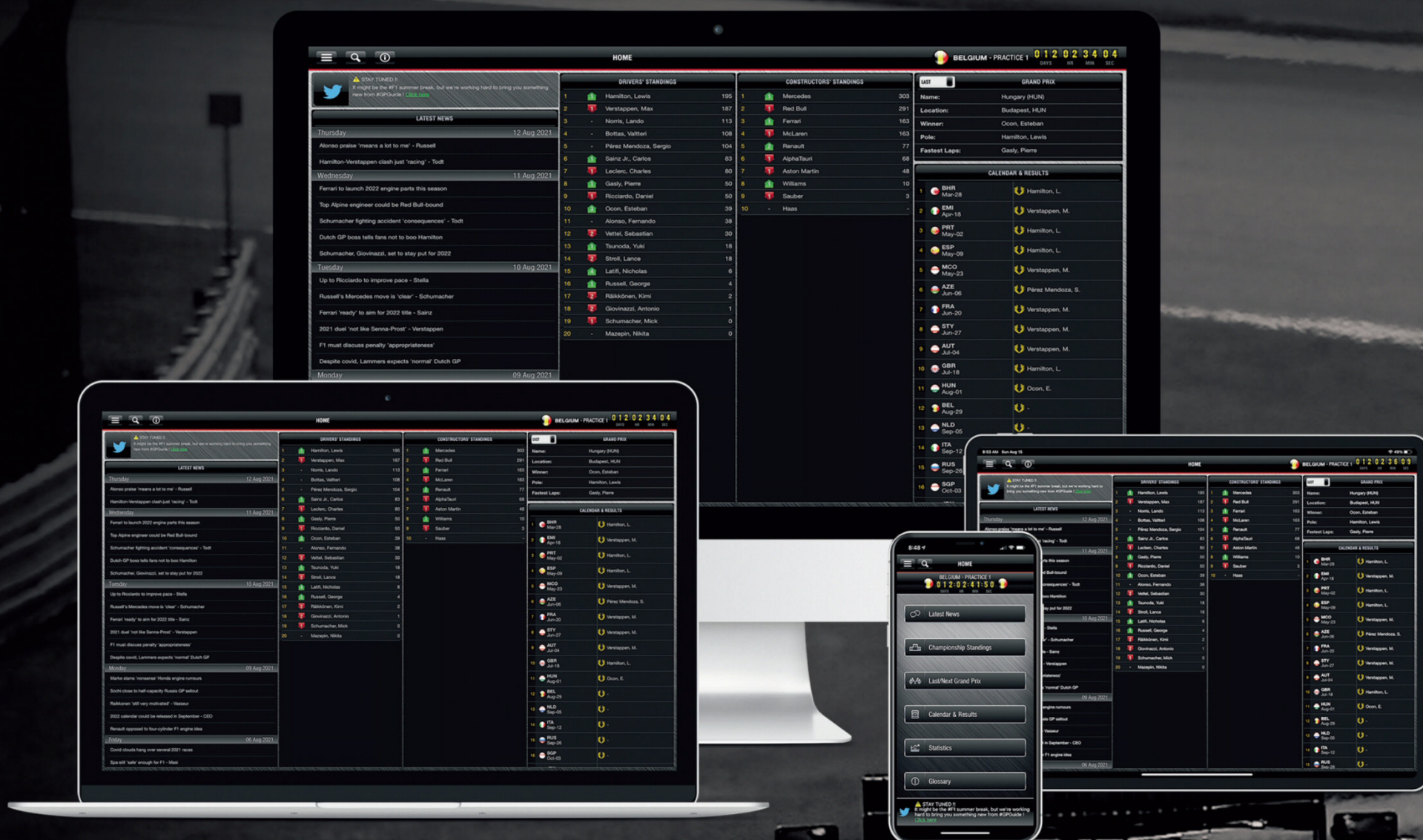
While this might explain the basic layout of the sidepods, some may question the similarity of details of the floor edge. While these aren't intrinsic

DUE TO THE LONG LEAD TIMES INVOLVED, THE UPDATED ASTON MARTIN RADIATOR DESIGN WAS LODGED WITH THE SUPPLIER WELL BEFORE THE RED BULL RB18 WAS SEEN IN PUBLIC

to the design, once similar design philosophies have been adopted it would be foolish not to look at how a similar and successful car was treating these areas. Providing no direct copying took place, it is acceptable to investigate similar designs and this is undoubtably what Aston Martin did. That Aston's designers/engineers arrived at similar conclusions is not surprising. The same laws of physics apply in both Milton Keynes and Silverstone.

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STRAIGHT TALK

MARK GALLAGHER

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Forget watching him drive flat out through 130R or Eau Rouge, instead we tuned in to see whether his appearance would be Formula 1 car-crash TV.

Rather than going wheel to wheel with familiar rivals, Aston Martin's star driver found himself stepping into the lion's den of political debate. Facing him were Conservative MP and Attorney General Suella Braverman, Labour MP and National Campaign Coordinator Shabana Mahmood, Miatta Fahnbulleh, CEO of the New Economics Foundation, and comedian Geoff Norcott. Not to mention a public audience representing a range of political affiliations.

So far so terrifying.

Presiding over matters was the highly capable Fiona Bruce. She appeared to eye Vettel with happy curiosity, pleased to have him on the show but perhaps wondering how he would deal with the finer points of the UK's rift with the EU, or Finland and Sweden's accession to NATO.

She, and we, need not have worried.

Aston Martin F1's chief communications officer, Matt Bishop, had

undoubtedly helped Vettel to prepare – this publication's former editor having arranged the appearance. However, at no time did the winner of 53 grands prix come across as anything other than authentic, sincere and knowledgeable.

On the thorny topic of the Northern Ireland Protocol, Vettel said: "There was a push, three little words 'Get It Done' or 'Get Brexit Done' and this is the consequence you deal with now." Before going on to explain that it's better to work together to find solutions.

When, to laughs from the audience, he was asked by Bruce whether he was a hypocrite for advocating a clean energy future while driving in 'one of the most gas-guzzling sports in the world', Vettel broke new ground for *Question Time* by agreeing with her.

"It's true, it does, you're right when you laugh because there are questions I ask myself every day. I'm not a saint."

He could have countered that F1 will stop using fossil fuels in 2026, but perhaps that's for next time.

On a day when he also made visits to Feltham Young Offenders Institution and Oasis Nurture school, we gained a deeper insight into a Formula 1 star the championship's leadership should value highly. Irrespective of how long he may continue to race, it's clear Vettel's presence in F1 has potential to help shape its future at a time of profound change.

VETTEL: MORE THAN JUST AN F1 DRIVER

Two weeks before senior civil servant Sue Gray published her report into Number 10 Downing Street's Partygate furore, Sebastian Vettel gave his verdict on Prime Minister Boris Johnson.

"When you are in that position there are just certain things that you can't pull off," said the four-time world champion, a man not unused to pushing the limits. "In the end it's the Prime Minister who made the law and then breaks the law."

"I'm the father of three kids," he continued, "and if I'm trying to explain to them something that I think is really important on how to behave, and I do the exact opposite... I am the least credible person in front of them. There are certain things that come with office that you can't do."

When this season started, Partygate was the last thing we expected Sebastian Vettel to speak about, but we live in abnormal times. Add to that topics including the Northern Ireland Protocol, Russia's war on Ukraine and the cost of living crisis, and Vettel's decision to participate in the BBC's *Question Time* required new levels of courage.



Vettel's appearance on the BBC's *Question Time* debate show was a surprise, but the German acquitted himself well and showed some cutting insight into some of the UK's problems

ONE IS NOT ENOUGH

Max Verstappen is the world's number one racing driver... and he's determined to keep it that way. Speaking exclusively to *GP Racing*, Max explains why he's relishing the championship battle with Charles Leclerc – and why he's not worried about returning to Silverstone, scene of the biggest accident of his career



WORDS OLEG KARPOV

PICTURES



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AND RED BULL CONTENT POOL



W

hen it comes to a world champion's itinerary, every minute is accounted for. *GP Racing's* interview with Max Verstappen in Barcelona

is scheduled for right after his Spanish TV appearance, and we watch as he's invited onto the roof of Red Bull's Energy Station to meet Sergi Roberto of the world-renowned local football team. Roberto presents Max – an FC Barcelona fan – with a jersey bearing the name 'Verstappen' across the shoulders.

The Dutchman is genuinely impressed. His PR assistant swiftly passes on a Red Bull-branded polo shirt, signed by Max, as the return gift.

When that interview is over, they pose for a photo. The clock continues to tick. A handshake, a couple of unguarded words exchanged now that the cameras aren't rolling – and now Max only needs to take a few steps towards the table where he'll sit down with a certain monthly British F1 magazine. But in the blink of an eye, a pair of fans with VIP passes effectively slot themselves into Verstappen's schedule, with a mission to show off the tattoos on their arms.

"Oh, wow," an amazed Max blurts out. And, well, you can't just walk past when you see something like that. He takes out his phone to take a photo of the tattoos. The female fan – whose arm features a drawing of Max, except with half his face that of a lion – is overcome by goosebumps facing the lens of Max's phone.

He's relaxed, chatty and cheerful. Such interviews and meetings are all part of the world champion's daily routine, especially on grand prix weekends, but he clearly enjoys it.

"For me it's really nice, because I'm a big Barcelona fan," he says, making a mental segue between his last interview and his current one. "To meet up with Sergi, you know, he's been part of Barcelona for a while – and I know Memphis [Depay], I know Frenkie de Jong – to meet these guys is always really nice. And when you're in Barcelona, I mean, it's really fun to have these little things."

And what about the tattoos?

"Oh, yeah, that's crazy," Max makes big eyes. "Like... that's massive! Then you're a big fan. To do something like that... I mean, even I don't have any tattoos with 33 or memories of my

wins or whatever..."

Max recalls how, in 2018, in the 'Max Verstappen village' his fans had set up in Spielberg not far from the track during the grand prix weekend, he met a man with three tattoos all across his back commemorating Verstappen's first three wins: GP Spanje 15-05-2016, GP Maleisie 01-10-2017 and GP Mexico 29-10-2017.

"I saw him maybe the year after," Verstappen says, "then, of course, he tattooed another two. So he had like five on his back. I think the guy is now all the way down to his ass. I don't know if he has done more. I should actually find out."

In any case, should that fan want to continue, he'll have to rethink the scale of the tattoos.

"Yeah, exactly!" laughs Max. "I don't know how he's going to put... the rest. Because if you put it the same size, there is no space."

NUMBER ONE DREAM

As we speak Verstappen has claimed 23 F1 victories – a tally he'll add to just a couple of days later. Chances are he'll exceed 30 before this season is out. He's the world champion, and

A relaxed Verstappen with Barcelona midfielder Sergi Roberto at the Spanish GP. And then it was our turn...



In karting Max liked to run with one on his kart when he won a title, and has carried that on now he is the F1 world champion





The amazing tattoos of two huge Verstappen fans that momentarily disrupted Max's tight Spanish GP media schedule



is surrounded by reminders of this hard-earned status. The number one is emblazoned on his cap, it's part of the Energy Station's interior decor, and it's even on the jersey Barcelona's star midfielder has just handed to him.

"My dream was of course always to try and win races," Verstappen says about the significance of being the world champion. "But the ultimate dream was to win with the number one on your car. Because how many times do you have that opportunity in life?"

"Even in karting I always liked to run with number one. If number one wasn't available, then number three, because that's my favourite number. But for me, one really shows... you are the champion."

"I did the same in karting when I won the European championship. At the time I think I had number two or something... they just gave me a random number. But then of course for the world championship I could choose the number and I chose one. For me it didn't add any extra pressure. For me it's more like confidence, because you know what you did already earlier in the year, and now you can show it."

The number one is also a reminder that he had fulfilled not only his, but also his father's lifetime goal.

"It means a lot for him," Max says. "He was also very emotional [in Abu Dhabi last year]. ▶



Because he had his career, and I think there was a lot more potential in it than what actually came out of it. So then he was a bit like ‘I’m gonna try to make my son better than I am and [let him] learn from my mistakes’ in a way.

“I mean, I knew this since I grew up. We’ve talked about his career many times, and how we were going to do it different [for me]. And to be able to achieve this together is really special. Because of course without my dad I wouldn’t be sitting here right now. I would probably be a different person as well.

“And yeah, once I crossed the line in Abu Dhabi – of course, I was very happy with winning the race – but immediately I had these flashbacks of travelling all over Europe, going for that goal together, you know, to try and get to

Formula 1, try to be a race winner, and then of course winning the championship.”

STATUS SYMBOLISM

So, what is it that drives someone who’s accomplished their dream – and has already done so at 24 years of age?

“I don’t really think about it too much,” he says. “But of course you know it. And sometimes moments pass by randomly, you see whatever, socials or TV, and, when you see the number one and stuff... And it’s nice. Of course, it’s nice. You really worked for it all the way to get there. But I’m also really keen and eager to look ahead and try to achieve something like that again.

“I am definitely more relaxed. But I know that

when I jump in the car I still want to achieve the best. I’m not lazy. I’m not like ‘well, if I don’t have a good weekend, it doesn’t matter, because I’m world champion’, you know? I’m still upset, I still want the best during a weekend, and I’m still gonna tell what I find of the situation or what I think can be done better.

“But in my mind, and just I think in terms of day-to-day life, you probably are a bit more relaxed, because you know that you achieved your life goal.”

But the title brings an extra responsibility, too. Max is now the face of F1, and he himself acknowledges that his words reach a much bigger audience.

“Because you have, let’s say, a bit more of a status in Formula 1 now,” he says. “People look

“WHEN YOU SEE THE NUMBER ONE AND STUFF... IT’S NICE. OF COURSE, IT’S NICE. YOU REALLY WORKED FOR IT ALL THE WAY TO GET THERE. BUT I’M ALSO REALLY KEEN AND EAGER TO LOOK AHEAD AND TRY TO ACHIEVE SOMETHING LIKE THAT AGAIN”



After retiring from the Bahrain season opener, Verstappen kickstarted his title defence with a win in Saudi Arabia

at you a bit more than, let's say, in 2016 or 2017. So then naturally there is more news about you.

“But for me, it doesn't change anything in how I behave or what I will say, because I will just speak my mind.”

His colleagues Sebastian Vettel and Lewis Hamilton use their world champion status to promote discussion of global issues that go beyond the confines of sport. But both are at least a decade older.

“Of course, I'm in a different stage of my career,” says Max. “And of course, when Seb feels really strong about things, he should say it. Which he does. That's also great, because you have really different characters in Formula 1. Because that makes F1 special, I think, as well to have these different kinds of characters.

And you know, if he wants to speak his mind like that, he should do it. I mean, why not?

“I think it needs to stay natural, just the way you are. Because even if, let's say, you're an ambassador, I think, it should always be from yourself, like how you are.

“You shouldn't be a fake person, trying to just be the ambassador for Formula 1. You should always speak your mind. Of course, you need to be a little careful... But in general, just be yourself. And I think then you're already naturally a kind of ambassador anyway.”

STARTING FROM ZERO

Max's first races bearing that prized number-one status yielded mixed results – he won

the second grand prix of the season in Saudi Arabia, but retired from the races either side of it. The new generation of cars are heavy and mechanical reliability has been a problem – and still a nagging doubt in the races with better outcomes – as Red Bull pushes its weight-saving measures to the limit. There are questions, too, over whether the succession of updates Red Bull applied to its car in the heat of the world championship battle with Mercedes last year came at the expense of the RB18.

“I don't think it has anything to do with it,” Max says. “It doesn't feel like it. Also, when I speak to the team, it's not like that, it's not like we are over pushing the engine or whatever.

“Last year we were very, very good on reliability. And there were no real issues. ▶

This year maybe with the new fuels, you know, just new car installation, things can be of course a little bit different. But for us also the weird thing was in testing we had no issues and now suddenly we had a few issues we just need to get on top of. And it's a constant process, right?

"I mean, if you ask anyone in the paddock, you have issues every single weekend, you know, tiny bits which you need to tie up and... yeah, some of course, when they come out they can be a bit more serious than others, and unlucky moments, I've had them in the races, unfortunately. But there's nothing dramatic, it's just like these little things we have to tidy up a bit."

The cars are now very different – and Max, like his team, is having to adapt. It's obvious

"IT'S BEEN REALLY ENJOYABLE [SO FAR]. WHAT IS IMPORTANT IS THAT YOU CAN GO TO EACH OTHER AND SAY 'YOU DID A BETTER JOB THIS WEEKEND'. THERE IS A LOT OF RESPECT"

this season that his pit garage neighbour Sergio Pérez isn't as far off as he had been. Such was Verstappen's dominance over his team-mates in the previous generation of cars that it spawned a popular theory that only his sublime reflexes could cope with the edgy cars designed by Adrian Newey.

"To be honest, I really don't think so," Max says. "Because I also need a stable enough car to go quick, right? And, yes, I like front end. But I know a lot of drivers in the paddock who like a good front end, you know, so... I think I was just really well integrated with the team. And, you know, together with my engineer GP [Gianpiero

Lambiasi] and of course with my performance engineer [Tom Hart] and everyone else we knew exactly how to get the best out of the car.

"And I think now with a new car, because everyone starts from zero, you have to try and develop that same thing.

"I don't think there was anything related to it being my car, I just set it up in a... well, possibly in the fastest way, right? You always try to of

course find the best balance in the car. And our car worked the best like that. So you have to drive it like that.

"It is the same now, right? You have to adapt to a different car. You always have to adapt. Every track the car might feel a bit different, so you have to adapt to what is best for the track, the car and the tyres."

(NOT) A NEW RIVALRY

Though at one point seemed as though Ferrari and Charles Leclerc had built up a fearsome advantage, it's now clear we're in for another memorable title duel involving Max – now up against a different rival, since Mercedes has been

unable to furnish Lewis Hamilton with a strong enough car.

"For sure, every driver is different," Verstappen says of his new challenger. "And of course, with the cars we have now the fights are a bit different as well. And I think it's good for F1, to have Ferrari back up front. And it's like a different team you're fighting against as well.

"It's been really enjoyable [so far]. What is important is that you can go to each other and say 'you did a better job this weekend'. There was a lot of respect.

"Of course, I know once you get more to the end of the championship, and let's say we're close, you get more heated battles. But I think that's normal. We have a lot of respect for each

Verstappen has a new title rival this season in Charles Leclerc, but the pair first battled each other in their karting days



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other and that matters the most I think.”

As Verstappen emerged as a title contender – and the chief threat to Hamilton’s dominance over the preceding two seasons – those battles appeared to take on a personal nature, and not just between Lewis and Max. There was considerable rancour between their bosses, too, an ongoing soap opera which made for compelling headlines but led to a general elevation of tensions. Recently there’s been a battle of the quotes between Ferrari and Red Bull at team principal level, but their drivers have stayed out of it – could this indicate less friction between Leclerc and Verstappen?

Is it less tense than it was with Lewis? “I don’t think it’s less tense,” Max says. “It’s just, yeah, we know each other, we had more battles together from early on [in karting]. And it’s nice to have your own generation doing well, right? When we see each other after the race and in the cool-down room, there’s a really good

“IT’S LIKE LANDO [NORRIS], ESTEBAN [OCON], YOU KNOW, ALL THESE GUYS, GEORGE [RUSSELL], WE JUST KNOW EACH OTHER A LITTLE BIT BETTER. AND THAT’S WHY I THINK THE CHEMISTRY ALSO THEN BECOMES BETTER”

atmosphere, you know. We know each other well. We could talk about anything, not even about the race, just general stuff.

“It’s like Lando [Norris], Esteban [Ocon], you know, all these guys, George [Russell], we just know each other a little bit better. And that’s why I think the chemistry also then becomes better.”

Yet it’s clear that Verstappen’s 2021 rivalry with Hamilton was heated from the very first races. The whole paddock felt something was brewing – and it boiled over with that collision on the first lap of the British GP at Silverstone, which left Max in hospital (albeit briefly) and Lewis facing suggestions his penalty was too soft.

A year on Max – unlike Lewis – will return to Silverstone as one of the chief title contenders again. How does Verstappen feel about going back to the scene of one of his biggest crashes?

“Good,” he smiles. “Of course, the crash wasn’t nice, but I love the track. I love going there. It’s [a] really good atmosphere with Formula 1, and we’re going really quick around there.

“So I don’t have any hard feelings. And I also think very easily I can put these things aside. Of course, it wasn’t nice what happened, but at the end of the day, you deal with it. It wasn’t a nice impact for me personally, but we go out there again and try to win of course.”

Verstappen might be able to set aside his grievances easily, but to race at Silverstone is to perform in front of an especially partisan crowd. Unless the boisterously pro-Verstappen Orange Army has pulled off a coup by snapping up a load of tickets, chances are the grandstands will be packed with Hamilton fans still nursing hurt at the way last year’s championship panned out. But Max isn’t worried about being heckled.

“The good thing is,” he says, “once we jump in the car with the helmet on, you don’t hear anything...”

“And they love motorsport. I mean, it’s such a big history in England in general, right?” 

Max seems to get on better with the new generation of racers (above) rather than the old timers, such as Lewis (right)



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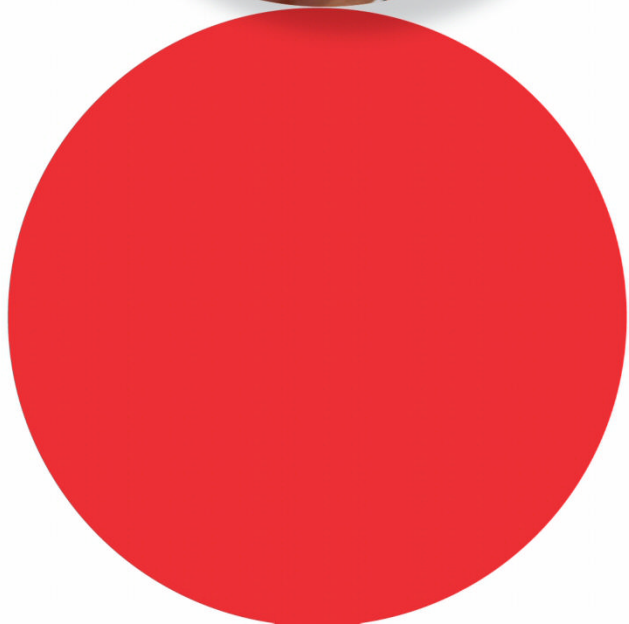
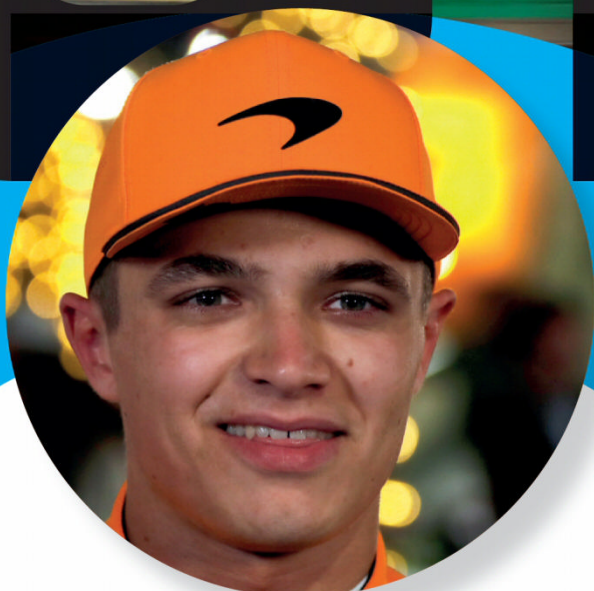


HOME GROWN





F1



A packed Silverstone is used to seeing Lewis Hamilton stand and deliver for British fans at their home grand prix, but what chance of more home success in 2022 given F1's rules revolution has so upset the established order?

WORDS MATT KEW
PICTURES  **motorsport**
IMAGES

SUNDAY TICKETS FOR THIS SUMMER'S BRITISH GRAND PRIX sold out faster than ever.

Even the majority of stubs for Saturday were spoken for come mid-April. By then, pre-season testing and the opening three races of the 2022 season revealed Mercedes had fallen some way behind Ferrari and Red Bull. With McLaren's progress stuttering also, fans head to Silverstone with arguably their worst chance since 2006 of seeing a homegrown driver top the podium.

Yet Lewis Hamilton, Lando Norris and George Russell still provide plenty to cheer for. Even within the top flight, these three are among the fastest and most exciting drivers. Off track, they are all engaging and considered – so their popularity comes as little surprise.

This is the story of an unexpectedly challenging season so far for Britain's box-office trio, and how they might fare at Silverstone in front of another bumper crowd.

LEWIS HAMILTON HOLDS the British Grand Prix record with eight victories, bookended by a mesmeric wet-weather triumph in 2008 and last year's unlikely recovery after *that* Copse collision with Max Verstappen. But the odds of Lewis adding a ninth on July 3 are probably the longest they've been since his F1 career began.

The Mercedes W13 has proved troublesome, plagued with violent bouncing and a draggy set-up that hurts straight-line performance. But the tide is slowly turning. Hamilton felt his race pace in Spain was a match for that of eventual winner Verstappen. It was the first solid sign that Brackley is learning to unlock the car's potential, and Hamilton and George Russell were the happiest they'd been since the start of the season.

Some of that turn of speed was owed to the



LEWIS NEEDS A LIFT

specific medium-speed nature of Barcelona. In the faster corners, the car is still bouncing – transpose that to faster Silverstone and expectations must be checked – and it “wasn't spectacular” in the slower turns either, says Hamilton. Mercedes maintains W13 can produce standard-bearing levels of downforce, and that there's enough untapped potential to develop it into a race winner. For now, that remains largely theoretical. To combat the oscillations not foreseen in the windtunnel, Mercedes has had to jack up the ride height to stop the air stalling, and that massively stymies the ground-effect aerodynamics on which this new breed of F1 car depends.

As for the intra-team scrap, Hamilton has referenced unease with the rear of the car to explain any deficit to Russell, who has finished

Lewis has competition to be the darling of the Silverstone crowd (right)

Hamilton's Bahrain podium was a surprise, so success at home seems highly unlikely





as best Silver Arrows driver in all but the Bahrain curtain raiser and Canada, so just two of nine races so far. . The reality is they are more evenly matched – although a seven-time champion might be expected to comfortably beat his less-experienced team-mate. The points gap in Russell's favour has been exaggerated by poorly timed Safety Cars which denied Hamilton a potential podium in Australia and played against him in Saudi Arabia and Miami also. Hamilton might just have been ahead otherwise.

That bad luck, plus Mercedes' lacklustre form and patchy qualifying, has led to a defeatist tone. On the eve of the new season, trying to distance himself from the toxicity of the Abu Dhabi decider, Hamilton reckoned: "I feel fresh, I feel centred, and fully focused... if you think what you saw at the end of last year was my best, wait until you see me this year". However, before climbing to fourth at Barcelona, he wanted to retire after his first-lap tangle with Kevin Magnussen. Having needed to be coaxed by the

pitwall, there's a suggestion Lewis might not have totally cleared his head – though he denies he's being defeatist.

Hamilton was far less pessimistic after finishing third in Canada – and about the prospect of racing at a packed Silverstone. There, he's often found that extra tenth to do remarkable things – not least winning on three wheels in 2020. So, despite a stumbling start to 2022, the message to British supporters is clear: keep the faith.

"I know everyone back at the factory is working as hard as they can to continue to make advances with the car," Hamilton tells *GP Racing*. "I have no doubts that we will. I'm hoping by Silverstone we have the car where we need it, at least to be able to fight Red Bull and Ferrari for the win. That's what I'm working for every day so that we can fight on home turf and give them the best race we can." ▶

"I KNOW EVERYONE BACK AT THE FACTORY IS WORKING AS HARD AS THEY CAN TO CONTINUE TO MAKE ADVANCES WITH THE CAR, I HAVE NO DOUBTS THAT WE WILL"

LEWIS HAMILTON

SINCE A 2017 NADIR, McLaren has made tangible year-on-year progress. Granted, Ferrari pipped it to third late last term, but Daniel Ricciardo ended the team's victory drought at Monza and Lando Norris came close to triumphing at Sochi. As such, 2022 is shaping up to be the first time in half a decade that the squad has taken a recognisable step backwards.

Norris reluctantly topped the opening day of pre-season testing at Barcelona, and the MCL36 showed no hint of the porpoising that afflicted most others. But then Ricciardo missed the Bahrain test with COVID, while his team-mate's running was truncated by soaring brake temperatures. The shortcomings haven't stopped there. As team principal Andreas Seidl explains: "There's nothing fundamentally wrong with this car... but we need

the improvements everywhere: high speed, medium speed, and slow speed."

A major update for Spain uncovered more performance, and a virtuoso display from

Norris meant he led the midfield in Monaco, but the long-standing McLaren lower-speed Achilles' heel still largely remains. Overall, there's a general downforce and pace deficit, even if fundamental car balance is sound enough.

Prior to the tweaks in Spain, fifth for Norris in Melbourne followed by an opportunistic podium at Imola were effectively false dawns at tracks that particularly suited the car. Those glossy results also happened when rivals hit trouble, so artificially promoted McLaren. Battling around the lower reaches of the top 10 in Miami and Spain was more reflective of the midfield dogfight the squad now absolutely finds itself in.

Despite the regression, Norris has remained a loyal shining light. In February, he signed a deal to stay at Woking until the end of 2025 in the knowledge McLaren had balanced the books after being put through the financial wringer by the pandemic. Two short years ago, it sought a £150million loan and sold a cool £185m stake in its F1 team to US consortium MSP Sports Capital. Now, though, it can turn down one of the biggest and richest names in the business. Team boss Zak Brown disclosed: "We did have conversations with Audi, and we're not for sale. Shareholders are making substantial



LOOK OUT FOR LANDO

investments to give our team the resources we need to get back to the front, and commercially we're doing really well."

As for Norris, he's again smashed Ricciardo at every turn, even when he had to race while enduring a bout of tonsillitis at Barcelona to finish eighth. That performance revealed a seldom appreciated dogged side to the Brit, who is better known for his jovial, easy-going persona. McLaren's early struggles have also helped the 22-year old to help dispel criticism that he can only deliver

in a car with a perfect set-up – having enjoyed extensive private testing throughout his junior career – rather than drive around problems.

Norris reflects: "I'm very happy with how I'm doing now... I'm understanding more and more about the car. It's not like because I've been with McLaren, I know everything and everything

works perfectly. It's quite the opposite. It's been a new car for me, new tyres, set-ups and new everything. In some ways, it [2022] is like a fresh start. I've had to reassess how I drive the car, and

I can't drive how I want in many ways."

It'll be a tall order for Norris to match his best British GP result of fourth, bagged in 2021. But Silverstone's faster nature should at least better suit the developments made to what has so far proved an underwhelming papaya racing car. ▶

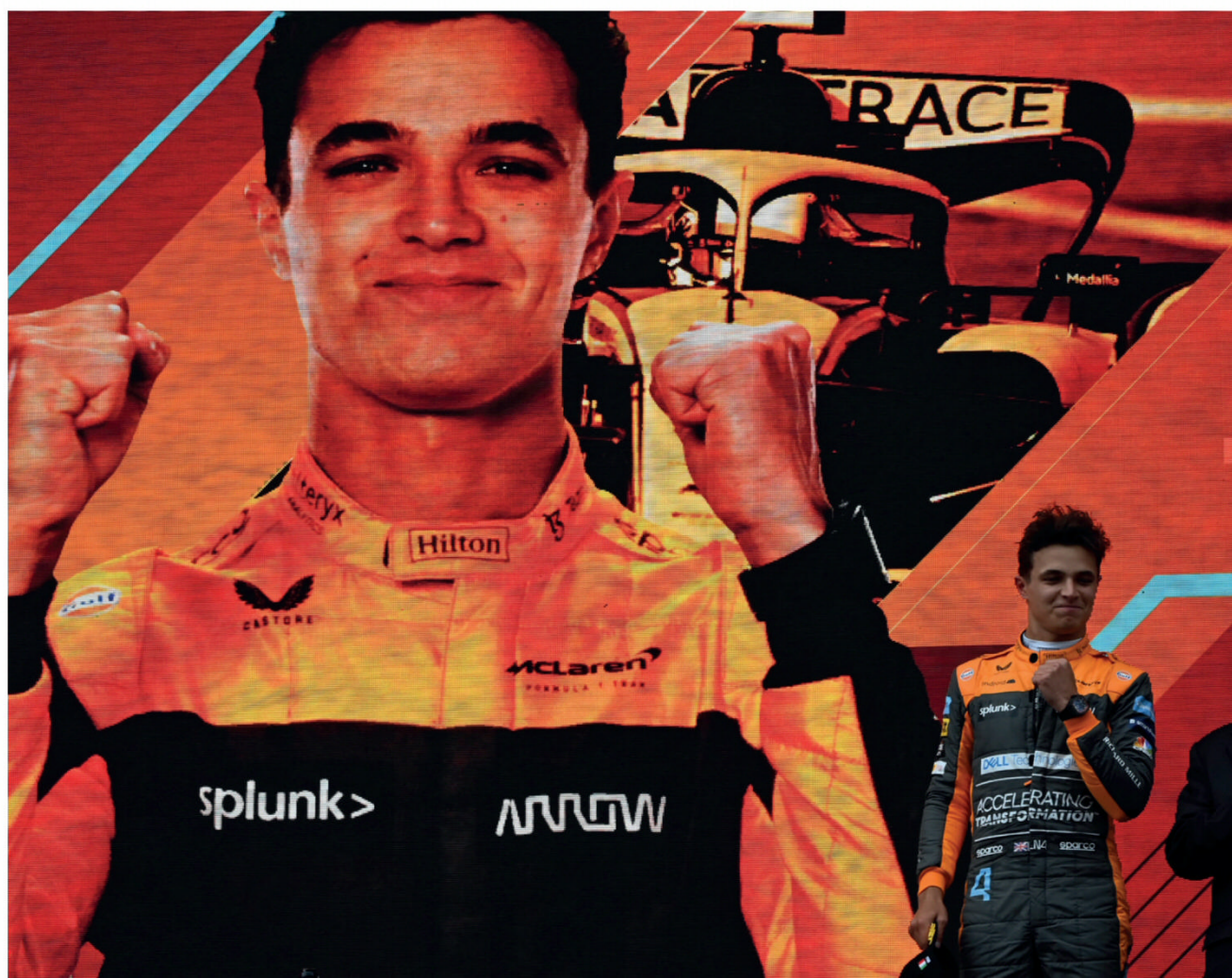
At Silverstone last year Norris thanked key workers in this innovative way



Lando's fourth at Silverstone in 2021 was his best-ever British GP result



The high point of Norris's 2022 season so far has been his podium at Imola



PICTURES: STEVEN TEE; MARK SUTTON



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V I D E O

GEORGE RUSSELL WAS given the second Mercedes seat partly to futureproof the team. He'd have two years to learn from Lewis Hamilton and if Hamilton didn't renew his contract, Russell would become the face of the Silver Arrows. In the early part of 2022, though, he's already put his seasoned stablemate in the shade.

Not only does Russell have the on-paper measure of his teammate, but he is arguably the best-performing racer of the lot so far this term. The 24-year old excelled at Imola and Barcelona – headlined by a stoic defence against Max Verstappen – most notably, but there's been no real off-day. George has been the success story for Mercedes during its troubled start to F1's second ground-effect chapter.

Many are quick to argue that, after three seasons at Williams, Russell is simply better dialled in to handling a difficult car, whereas Hamilton must wind back to the 2009 McLaren MP4-24 to remember such a rough ride. As ever, it's more nuanced than that. Russell came into the season refreshed after a 10-day holiday and



'KING GEORGE' STANDS OUT

wasn't directly embroiled in the post-Abu Dhabi fallout. He reckons he hasn't felt the pressure of the new gig, content that his job is to drive fast in circles, and he's good at that.

Those years at Williams allowed Russell to broaden his skillset away from the limelight. He has explained previously how he was able to experiment with driving styles and car set-up at the back of the grid, and that has paid dividends with his timely adaption to the heavier new breed of machinery and the complex fragile floors that dictate avoidance of kerbs. George's ability to master the rear end of the W13 has given him an edge on Hamilton too – one of the key areas Daniel Ricciardo exploited over Sebastian Vettel in 2014. Russell was also supremely well-integrated at Mercedes already, having run extensively in the simulator, shadowed engineering debriefs and tested for the team prior to his stunning substitute appearance when COVID sidelined Hamilton for the 2020 Sakhir Grand Prix.

The technicians Russell left behind at Williams have revealed just how demanding he was in

IF THE FANS ARE LOOKING TO ANY OF THE THREE HOME HEROES TO DELIVER, RUSSELL MAY WELL BE THEIR BEST HOPE

driving the team forward. Yes, he's charming in the main, but he leaves few details untouched and has carried that rigorous approach into his new gig with the three-pointed star. He's "very rational", reckons Toto Wolff – a very useful trait when working through technical problems.

It's not sexy, but consistency has been Russell's standout trait. He's known as a qualifying specialist, and the intra-team fight with Hamilton – F1's record holder for pole positions – has been tight so far, while in the races Russell has maintained an ultra-high level to avoid the peaks and troughs of Hamilton. True, ill-timed Safety Cars for Hamilton

[Russell's valiant defiance of Red Bull in Spain \(below\) was impressive](#)



[Third at Barcelona \(left\) was Russell's second podium of the season](#)

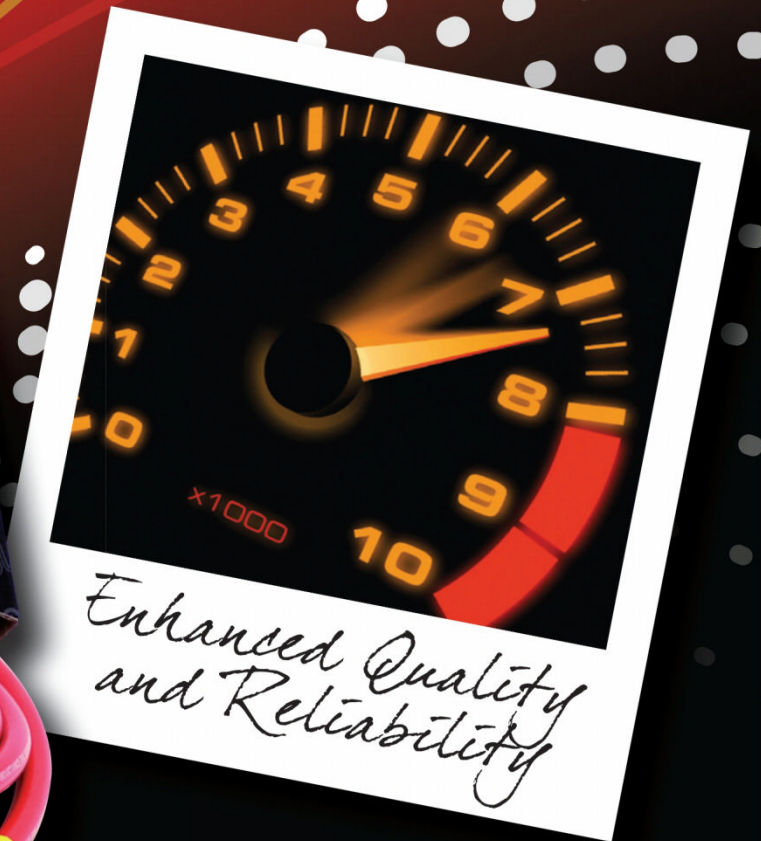
somewhat flattered Russell in Melbourne and Miami, but remember Hamilton was well off the pace in Jeddah and Imola – while Russell has generally done a better job of taming the bucking W13, recording top-five finishes in each of the first nine races.

Perhaps none of the British contingent will make it onto the Silverstone rostrum. But if the fans are looking to any of the three home heroes to deliver the goods, the current formbook indicates Russell may well be their best hope.

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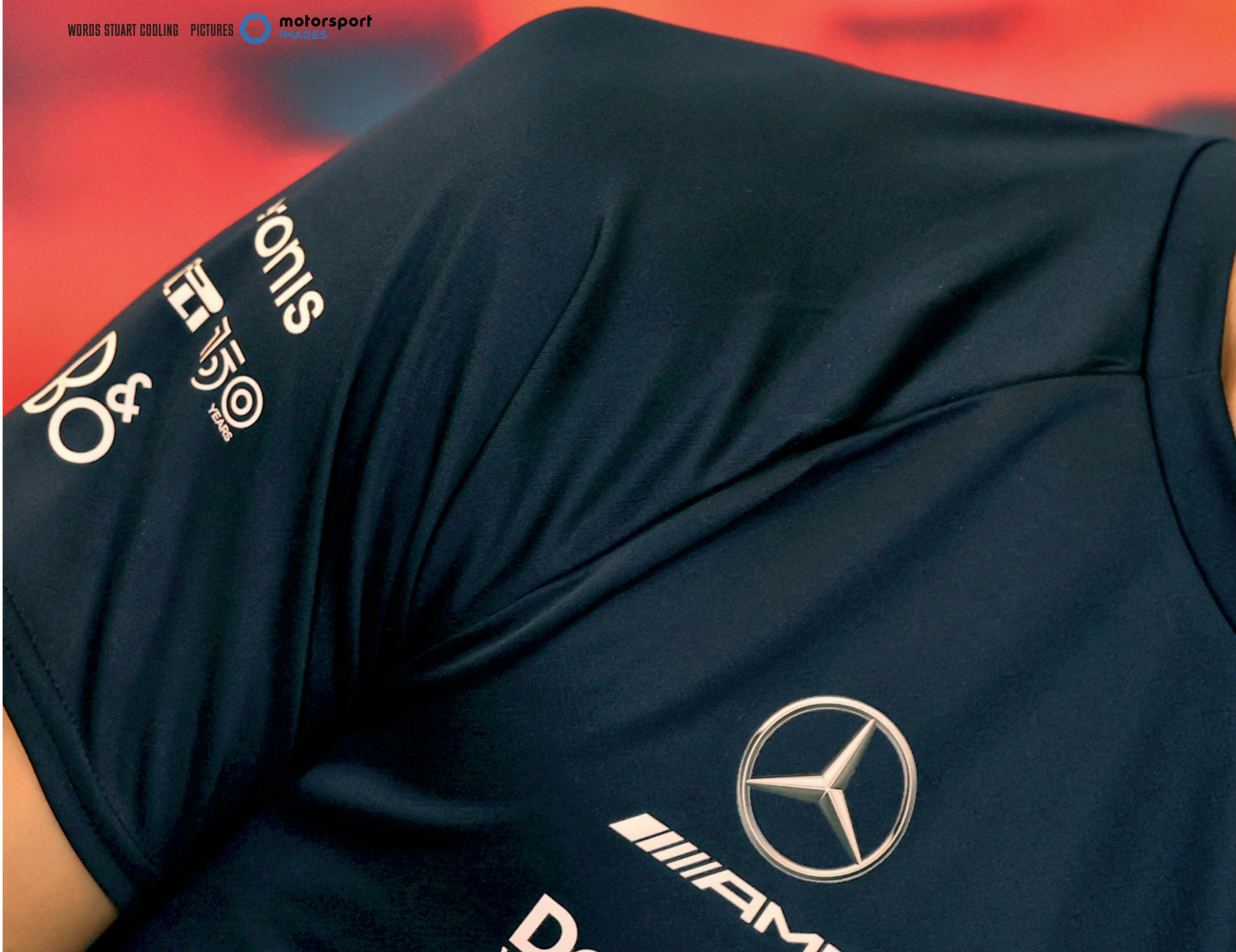
MAGNECOR 'LEAD' WHERE OTHERS FOLLOW



THAI DYE COLOUR: *FAST*

No longer defined by being benched by Red Bull, **Alex Albon** is establishing himself as a worthy successor to George Russell in the lead seat at Williams – and he's also following the likes of Lewis Hamilton and Sebastian Vettel in using his profile to improve the lives of others

WORDS STUART COOLING PICTURES  **motorsport**
IMAGES





“I’M NOT YOUNG ANYMORE. YOU JUST GET TO THAT POINT WHERE YOU HAVE TO DO A DUTY...”

ALEX ALBON IS MUSING OVER HIS motivation

to become a charity patron – the reason for that red barnet he’s been sporting since the Australian Grand Prix – but *GP Racing* feels compelled to intercede and remind him that, at 26, he’s hardly ‘not young’.

“It’s not old,” he laughs, “but it’s scary!”

While not quite one of the grandees of the grid, having just two full seasons of Formula 1 race experience in

the bank, Albon has certainly had what reality TV types like to describe as ‘a journey’. He hasn’t quite cut ties with the Red Bull organisation which demoted him to a test-and-reserve role 16 months after promoting him from its junior team (“I have a relationship... but not in terms of, say, a contract this year”). But just seven months into his second F1 coming he seems much more his own man than he was before, more willing to venture an opinion – or, indeed, dye his hair red and use his profile to raise funds for disadvantaged children in Thailand. It’s a big step for a driver who has described himself as “not an extrovert”.

“It’s been great,” Albon says. “It’s one thing which, when you start your F1 career, you don’t really think about it too much. Then you realise that we’re recognised around the world, and we have a presence – a following. When I entered F1, I didn’t really know what to do with it. You’re living it; you’re not really thinking about anything else.

“But as time has gone by I’ve felt like it’s a great way to try and do something, to use – I don’t know, call it fame – to do good. And so I’ve started charity work. Of course, I have a strong connection to Thailand [his mother is Thai and he races under a Thai licence], and trying to help people in Thailand – I think it’s been really successful in the way that the red hair has come in [setting off a paddock craze], and in some

respects got way more attention than I thought it would.

“This whole thing’s for an orphanage, we’ve built a sports hall there now and we’re moving on to other things because it’s been so successful.”

Albon’s new boss, Williams team principal Jost Capito, describes him as “a very smart guy” – high praise indeed from a manager who has worked with world rally champions Marcus Grönholm and Sebastien Ogier.

While Alex made a relatively inauspicious off-track start with Williams – losing his car keys down the back of a sofa on his first day in the simulator – he’s subsequently impressed the team with his focus, feedback and speed. Capito has also enthused about how Albon turned that year on the sidelines at Red

Bull to his advantage, using that slightly removed perspective to learn how a driver’s behaviour and communication affects the entire team’s ability to maximise performance.

It was through Capito that Albon found his

“THIS WHOLE THING’S FOR AN ORPHANAGE, WE’VE BUILT A SPORTS HALL THERE NOW AND WE’RE MOVING ON TO OTHER THINGS BECAUSE IT’S BEEN SO SUCCESSFUL”



PICTURES: ZAK MAUGER, MARK SUTTON

Albon’s red hair is the result of a visit to a Thai orphanage, of which he is now a patron

charity vocation. Capito’s younger brother Volker runs an event-management company from his adopted home of Bangkok and has been supporting the Wat Sa Kaeo orphanage for nearly two decades via his Iceman charity (the children nicknamed him ‘Iceman’ after an early donation of 2,500 ice creams). Jost makes a personal donation for every point Williams scores.

En route to Australia this year, Alex visited the orphanage, played football with the kids, let them dye his hair red – considered an auspicious colour in Asia – and decided to become a patron.

“There are some drivers out there, Sebastian [Vettel] and Lewis [Hamilton] are the key ones, you can see their activism and what they’re doing outside the paddock,” Alex says. “They’re doing a lot of good, trying to improve people’s lives... This is an opportunity for me to do the right thing.”

Albon may be able to keep up the good work for a long time to come, for he has slipped ►

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Albon used his time out of a race drive to improve on a lot of areas affecting performance

neatly into a role vacated at the start of the year by George Russell, with all the expectation that entails. Although Alex hasn't yet ascended some of the on-track peaks attained by Russell, particularly in qualifying, much of that can be accounted for by a conscious decision on the part of the engineering team to rebalance car performance towards race pace.

Some of Albon's most impressive drives this season have been from humdrum grid positions into or near the points, such as in Melbourne, where he made one set of tyres last almost the entire race distance to claim 10th after starting last. Similarly impressive, given the track and conditions, was 11th at Imola after his car self-destructed in qualifying. Still, qualifying remains an area which needs work, for it was that which set him back at Red Bull.

"On reflection, my first year in F1 [in which he was promoted from Toro Rosso to Red Bull mid-season, replacing Pierre Gasly] was great, and my second year [in which he was dropped in favour of Sergio Pérez after scoring just two podiums] obviously didn't go to plan," says Albon. "But, looking back, I think it got very overdramatised as to this kind of underperforming thing, and I think people forget that it was difficult for Max [Verstappen] too. We weren't [right] up at the front, and to be two or three or four tenths off would put you right in the danger zone."

Racing driver excuses could fill several

"YOU HAVE TO GET RID OF THE NOISE AND FOCUS ON THE JOB. AND THAT'S WHAT WORKS FOR ME"

encyclopaedias but there's substance to this claim. Red Bull's RB15 and RB16 were flighty cars flattered by Verstappen's reflexive virtuosity

and both required substantial in-season development.

Albon's successor, Pérez, similarly struggled in the RB16B last season but has found the latest generation of cars much more suited to his skill set.

"I was disappointed with my year [in 2020]," says Albon. "But at the same time I thought I only needed to fix a few things and I knew I could address those.

And a lot of it was just confidence with the car – it was really tricky to drive. And it was almost this feeling like it was driving me rather than I was driving it.

"The hardest thing about taking a year away is it's not like you're a footballer who can put on some boots and spend hours on a training ground – I was in the [F1] simulator with the team, but driving a GT3 car. But I did feel like there were a lot of areas I could improve on. Relationships with the engineer, understanding, learning about tyres, one-lap pace, how you get into that kind of military precision on the performance side – I looked at all of it during my year away, and I had a solution, or a fix, in my eyes. I feel like I entered this year miles more experienced, more knowledgeable, more confident. I'm managing everything better."

And it's not the case that in swapping a frontline team for one trying to re-establish itself,




PICTURES: ZAK MAUGER; JERRY ANDRE

The pressure is still on Albon at Williams, as it is probably his last chance in F1

Alex will be under less pressure. There will always be comparisons with Russell, though more from without than within Williams it seems.

"People think the pressure goes off because you're coming from a big team to a smaller team and you're not in the spotlight as much," says Albon. "I kind of understand where people come from, but at the same time it's truly a make-or-break year in some respects, you know, being given an amazing chance by Williams. There's still a lot of pressure to perform.

"You have to get rid of the noise and focus on the job. And that's what works for me."

It's working so far – you might even say the dye is cast... 

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STUART PRINGLE

Silverstone's managing director looks forward to another sell-out event at the Northamptonshire track – and explains how the venue plans to evolve to earn its place on the calendar for years to come

Last year the British Grand Prix was the first race to welcome back fans in large numbers.

How important was that for the future of Silverstone as a business?

It certainly was important. A few weeks before last year's race, it was unclear whether any sporting event would be having meaningful numbers of spectators. It took six months of hard work to explain we were capable of hosting a large-scale outdoor event safely. The big change for us was having a sell-out event on our hands. That enabled us to remind the fans, when this year's tickets went on sale, that 2021 had sold out and our advice was to move early and buy tickets promptly. We sold out of race-day tickets by the end of January this year and over 80% of people buying those hadn't booked a ticket in 2021.

So it's very exciting, and we're looking forward to what I'm sure will be the biggest race we've ever hosted. We've created more General Admission viewing down at Stowe, to make sure we've replaced the area between Copse and Becketts, where we're building the Escapade properties. And there are more plans to develop GA viewing for next year and beyond.

You hosted the first Sprint race last year. How much of an effect did that have on ticket sales – or was it a case of pent-up demand?

By the time it was confirmed, we'd effectively sold out of Saturday tickets, so it didn't make a material difference. We'd certainly have it back because it gives real purpose to Friday. As a promoter it gives you three really strong days as part of your offering, and that's where we want to go with this. We have 40,000 people camping, and we want to go more in that direction – create a real festival vibe. We've got good music acts from Thursday to Sunday: Example, Sigala,

Bastille and Mabel, plus Sam Ryder will be singing the National Anthem and appearing on stage on Sunday. The goal from 2023 onwards is to have more. As well as improving the event in terms of value for the fans, it's important from a sustainability point of view – if people come in and stay for the weekend they're making fewer trips. We are easily the most sustainable round of the F1 championship because the broadcast assets are based in the UK and so are seven out of the 10 teams – but we think we can go further.

How important is that, given F1 has committed to being net-zero carbon by 2030?

We want to be at the top of the list of promoters that help F1 achieve that goal. And we will be a zero-carbon business by that time. We've recently announced our 'Shift to Zero' strategy which includes a number of initiatives which will build on what we're already doing. We've got large and very visible recycling facilities, and we're training our 'racemakers' to ensure those facilities are used effectively. We've increased the number of taps where drinking water is available. We're transforming our fleet of vehicles to electric or hybrid, and we've already moved our generators from red diesel to HVO 100, which has yielded a massive reduction in our carbon emissions. And we've installed solar panels on the roof of the

**IT'S VERY EXCITING, AND WE'RE
LOOKING FORWARD TO WHAT
I'M SURE WILL BE THE BIGGEST
RACE WE'VE EVER HOSTED**

Wing – they generate enough power to meet our regular demand as a business. The surface of the new karting circuit will contain a proportion of recycled single-use plastic bottles equivalent to the number used during a British GP weekend.

There's more competition now, with new venues wanting to join the calendar, and some races might be rotated out. Are you now constantly having to justify your position on the calendar?

That's our approach – we don't take anything for granted. There's an expectation, of course, that the race needs to be good and we're lucky that this funny old line on an airfield produces great races. By the way, I've been convinced by my nerdy 15-year-old son that Silverstone will be the race where for the first time we get to see the true performance of the new cars. But to the sustainability and the idea of each event being like a Super Bowl, we're not going to rest on our laurels. We're going to deliver against both and I believe that will make a strong case for us.

Where does the new kart circuit fit in?

It'll be open before next year's British Grand Prix. We've been wanting to do karting again at Silverstone for a long time. Everybody who comes here wants to get behind the wheel to some extent. Our driving experiences with Aston Martins, Ferraris and McLarens, as well as single-seaters, are proving hugely popular. Karting is even more accessible, it will support our corporate offering of conferences and exhibitions, people will be able to race on it during events elsewhere on site, and the configurations have been designed so it can host races up to international level. All in all it will add to reasons to come here in the first place, and encourage people to stay longer when they're attending events.



SCHUMACHER'S GAMBIT



"Chess is a war over the board. The object is to crush the opponent's mind," said chess world champion Bobby Fischer. Who will prevail in this battle of wits between keen player **Mick Schumacher** and *GP Racing's* very own chess prodigy?

WORDS OLEG KARPOV PICTURES ANDY HONE AND SHUTTERSTOCK

Mick Schumacher grabs a pair of pawns from the case, hides them behind his back, and a second later puts his two fists forward. *GP Racing* taps his left hand and he opens it... revealing a black piece nestling in his upturned palm. He gets to make the first move.

Mick's interest in chess is no secret, as he's often seen in the paddock playing against his physio. He's got one of the world's most popular chess apps installed on his phone but says he rarely plays against real people online, preferring computer bots. He also says it's just a hobby, since an F1 driver's schedule leaves no room for proper chess study – but he definitely knows his way around the board.

Mick starts by pushing his pawn to d4, hinting he'll play a London System opening – but then never moves his bishop to f4,

developing both of his knights instead, as we begin to fight for the centre of the board...

GP Racing: When did you start playing, Mick?

Mick Schumacher: We always had a chess board at home, and I always wanted to play, but was never good at it. So basically I just started playing around a bit more, spent more time with the game, I guess. Now it's an amusing thing to do and I usually would play one game a day maybe with the physios.

GPR: But you never studied any openings, right?

MS: No. What I think is interesting... most of the openings can be very similar, but then positions become so different, and it can be so dependent on the mood you have. And that's what I think is super-fascinating about chess.

"I STILL FEEL WEIRD ABOUT PEOPLE TAKING PICTURES"

As we change the topic, it becomes harder to concentrate on the game itself – and this means that we are giving each other opportunities to seize the initiative.

Mick is aggressive, and so it doesn't take very long until his queen appears in the centre of the board, taking on d5, where his pawn has just been captured.

GPR: Did it help that when you raced in karting, you did so under your mother's surname rather than your father's?

MS: I think it helped me in the sense that the media attention was just smaller. I was just able to drive more freely in a way.





GPR: Did anyone not know who you were?

MS: In karting? No, to be honest, everybody knew. It was definitely good for me to be able to just be a child and not have, you know, too much media or whatever. But it is something which is still trailing me now.

At the time, we were always so cautious about people taking pictures. So we... I personally, even when I was a child, I would say, "Could you please delete the pictures?" Sometimes I still feel weird about it, if I see people are taking pictures on the streets, I always... just look away. But that's just a reflex [now], I grew up like that.

GPR: Your former team-mate at Haas, Nikita Mazepin, once told us he was amazed to see that you, as a family, didn't use the power of the surname to get, let's say, preferential

“
My parents wanted to give me the opportunity to prove myself, to compete with the same material as others, not to be privileged on that. Because I didn't want that either. And I'm really thankful for that
”

treatment, because in the world of karting there are always possibilities...

MS: We never did that. My parents wanted to give me the opportunity to prove myself, to compete with the same material as others, not to be privileged on that. Because I didn't want that either. And I'm really thankful for that. I've had the chance to prove myself in Formula 4,

F3 and F2, just as I did in karting. And that's what matters, because the moment you reach F1, nobody's gonna give you anything here.

GPR: But there are always people around with conspiracy theories.

MS: Of course. It's just a matter of how you take that. I think I was able to take it in a right way.

GPR: How did you learn not to take it in the wrong way?

MS: Time. Over time.

GPR: And through advice?

MS: And advice, yes.

GPR: Even in F1 some people will say – like it was in F3 – that “he got his engine turned up”, right? ►



MS: For sure. And that's normal. You know, there's a quote I was told when I was very young: "Pity is given for free, envy must be earned." I went by that quote for a very long time. And if people are jealous about what I'm doing, then I'm doing something right.

"I'M BORN INTO THIS, I CAN'T CHOOSE MY SURNAME"

That quote about pity and envy is attributed to the German television presenter Robert Lembke. If you Google it in German – "Mitleid gibt es umsonst, Neid muß man erarbeiten" – you'll land on the die Welt newspaper's website, where that quote is the headline of an interview with Mick's father, Michael.

The interview was published in October 1998, five months before Mick was born. So it seems obvious from whom he heard that quote.

Pieces disappear from the board at lightning speed. While grilling Mick it seems that we've made a huge blunder, leaving our queen hanging. Our opponent picks it off on f6 and gets a significant advantage...

GPR: Have you ever thought "I'm not good enough for this"?

MS: I think self-doubt is very common. And not only as racing drivers, but as human beings. So, yes, I think it's normal. Even when I was leading the championship in F3 and F2, I always had

“

Am I good enough for the name Schumacher? I can't choose my surname. I'm trying to make myself proud, and also my family proud. And therefore, I think the question is irrelevant for me

”



[that thought]: "Am I good enough for the next race?" If it's a healthy amount, it's the right thing. If it becomes unhealthy, then for sure it's not.

GPR: Was it purely self-doubt? Or was it "Am I good enough to be a Schumacher?"

MS: No. Luckily, it's not the kind of pressure that I have. Let's say it like this: I never doubted if I'm good enough for F1. It's simply because I knew that I want this. It's because I love this sport. And the question if I have enough talent or not, honestly... I feel the races and championships I've won were enough to prove that.

Now, to come back to your question, if I have a feeling if I'm good enough for the name Schumacher? I would say so. But anyway, I'm born into this, I can't choose my surname. I'm trying to make myself proud, and also my family proud. And therefore, I think the question is irrelevant for me. Or I don't have to ask myself that question.

GPR: There's a scene in the RTL movie released ahead of your first season in F1. It's one of your first tests in an F4 car and there are 15 photographers taking pictures of you. We suggested to Guenther Steiner that this could be taken as proof of how much you love motor racing, because you could easily choose a different path in life and not have all that attention. He said we were being too dramatic...

MS: I think if you ask any driver, "What's your least favourite part of the sport?" they'll probably say, "Not being in the car." It's the same for me. Rather than having to do media, TV or whatever, I'd gladly use that time to sit in the car and drive.

I've done this sport since I was a child, and it's probably the only sport I've never felt like I got sick of. If I do other sports, after half a year or whatever, I feel like I've achieved what I wanted and "okay, now I go to the next one". But I feel like in racing there's always so much more to achieve and so much to go for. It's just so much fun in general that... I can never get enough of it. ►

Mick still finds it strange having his picture taken, but his prowess on a chess board made him smile...





“YOU WILL ALWAYS LEARN SOMETHING NEW”

It must be tricky to characterise this season as ‘fun’. As we speak, Mick is yet to score his first points in F1, and he’s had two big crashes, in Jeddah and Monaco. His Miami clash with Sebastian Vettel was curiously clumsy – indeed, having been in a very sub-par car last season he’s perhaps lacking wheel-to-wheel racing experience at F1 level.

Immediately before we sat down to play, Mick spoke in a press conference about having to master the “many different tools” you have to use to overtake in F1, compared with the very straightforward approach in F3 or F2. “It’s something, frankly, I’m learning from scratch since the beginning of the year,” he said; did he take the same approach learning chess?

As we move towards the endgame, Mick’s plan is obvious. His h-pawn has a clear path towards the edge of the board. We’ve got a rook to protect our back rank, but it’s also busy defending Black’s own pawn on f7 from the constant threat of White’s still-active queen. We’re forced to waste a couple of moves bringing our king over

to help, and Schumacher uses this time to push his pawn all the way up to h6.

GPR: Do you feel in some way that you’re still a rookie in F1?

MS: At some things, yes. Again, in this sport, you will always learn something new. There’s so much happening in Formula 1, compared with F2 and F3. There’s nothing to prepare you for it. We can change engine braking, differential with all the switches. So you want to have the capacity to be sure it’s the right thing to do in the moment, you know?

GPR: Did you – for your own sake – need an explanation why in Bahrain you couldn’t match Kevin Magnussen’s pace? Was there any damage after your first-lap clash with Ocon?

MS: No, it was a bit of a rookie mistake. In Bahrain I still had the opinion that the way you have to set up the car, to approach qualifying, was similar to last year. It was normal for us last year from one run to another to add front flap, because of the grip adjustment over qualifying. [But this time it] ended up giving us a car which was way too overbalanced. And I had

to carry that through to the race, which meant I was using my rear tyres more and I couldn’t match the pace.

GPR: Then there was a crash in Saudi. Did that affect your confidence?

MS: I don’t think it broke or minimised my confidence in any way. I was more annoyed that I wasn’t able to race. These cars are so new still to us, so it’s very much still something where [we have to ask ourselves] “are we going in the right direction or not?” And it takes time to achieve that.

We actually, similar to Bahrain, fell into a trap, adding a bit of front flap, which just tipped it over and made... I don’t know if you saw the video, but in that first section [of the lap] I have a small correction, because of the rear. And that meant I displaced the car by a metre, which then became one and a half metres in the next corner. And then, because of the kerb [being] the way it is, it meant the rear of the car sat onto that kerb. So yeah, it was an unfortunate series of events which led to this. I think in Q3 [Fernando] Alonso and Esteban [Ocon] came quite close to it as well, with the same problem. ▶





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“OUR RACES SO FAR WERE PRETTY DECENT”

We're about to get destroyed here. Our last chance for a counter play is to try and promote one of our own pawns, and there's only one that can even dream of it. It had moved from its original g-file to f-file, capturing Mick's bishop in the beginning of the game, and is now rushing towards the edge of the board.

The bad news is we had to clear the path by removing White's knight for the price of our bishop – and as more and more pieces leave the board, Schumacher's queen becomes even more powerful. It is somewhat overloaded, though, because Black's rook is now ready to capture White's h-pawn any second, so Mick's most valuable piece is busy defending it and protecting the f1 square at the same time.

GPR: Did you have a difficult chat with Sebastian [Vettel] after Miami?

MS: No, not at all. What's good is that we're able to sit together and talk about it, and get each other's opinion on it.

GPR: How difficult is it to take positives from a race like that? Because, as you said, it was one of the best ones for you so far.

MS: I wouldn't say it's hard. It's a matter of turning that positive energy that we had into something good. And I feel that's what we did. I think our races so far were all pretty decent. If we go back to Barcelona, for example, if we hadn't had the issues, I'm sure we would have been in the top seven, if not higher.

GPR: What issues?

MS: In FP3, when we burned down the brakes, it also left us with a gearbox change. When we changed the gearbox, unfortunately, we – because we were so tight on time [before qualifying] – overlooked that we were putting... instead of left and right suspension, we put left on both sides, which sets the car in this case around 12 to 15 millimetres lower than you want. If you saw the video, I'm touching [the track surface] so much more – that meant we broke the floor multiple times. And that just messed up everything. And, on top of that, we didn't know that had happened until after the race.

GPR: Does it help for your confidence, knowing that there was nothing you could have done differently in the circumstances?

MS: For sure. I don't need to tell it to anybody. But I think it's good for people to know also,



“It's a matter of turning that positive energy that we had into something good. And I feel that's what we did. If we go back to Barcelona, if we hadn't had the issues, I'm sure we would have been in the top seven, if not higher”

because then at least they can say, “Ah, OK, that's the reason.” For me, Barcelona by far was one of the best weekends that we had, along with Miami. And to be reassured on that side is very positive.


GPR: Is the pressure in Formula 1 bigger than in junior categories?

MS: Yeah. And I think that's pretty normal. Just because it's F1, you know? Pressure means so many different things for different people. Like, pressure could be different for you than it could be for me...

Mick smiles cheekily and frees his queen from its defensive duties, moving it all the way from

h1 to a8, checking our exposed king – which has to move, allowing the aggressor to capture the rook on h8. Black's f-pawn promotes to a queen and checks, but in a few moves Schumacher brings his king to safety, hiding it behind our own pawn island at the side of the board.

“Mick, if you win, this article isn't going to be published,” we deploy our final bluff. But he calls it anyway by moving the queen to f6, which is protected by his pawn, checking. Our king has to move again, and Schumacher doesn't even need to turn his h-pawn into another queen. Promoting to a rook is also enough to check Black's king one more time, which leaves us with only one option - to resign the game.

Mick sits back, victorious. 

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THE THE HISTORY OF BRABHAM DOWNWARD PART 4: 1982-92 SPIRAL

A return to world championship glory with BMW turbo power was the prelude to a catastrophic slump from which the team could not escape

WORDS DAMIEN SMITH

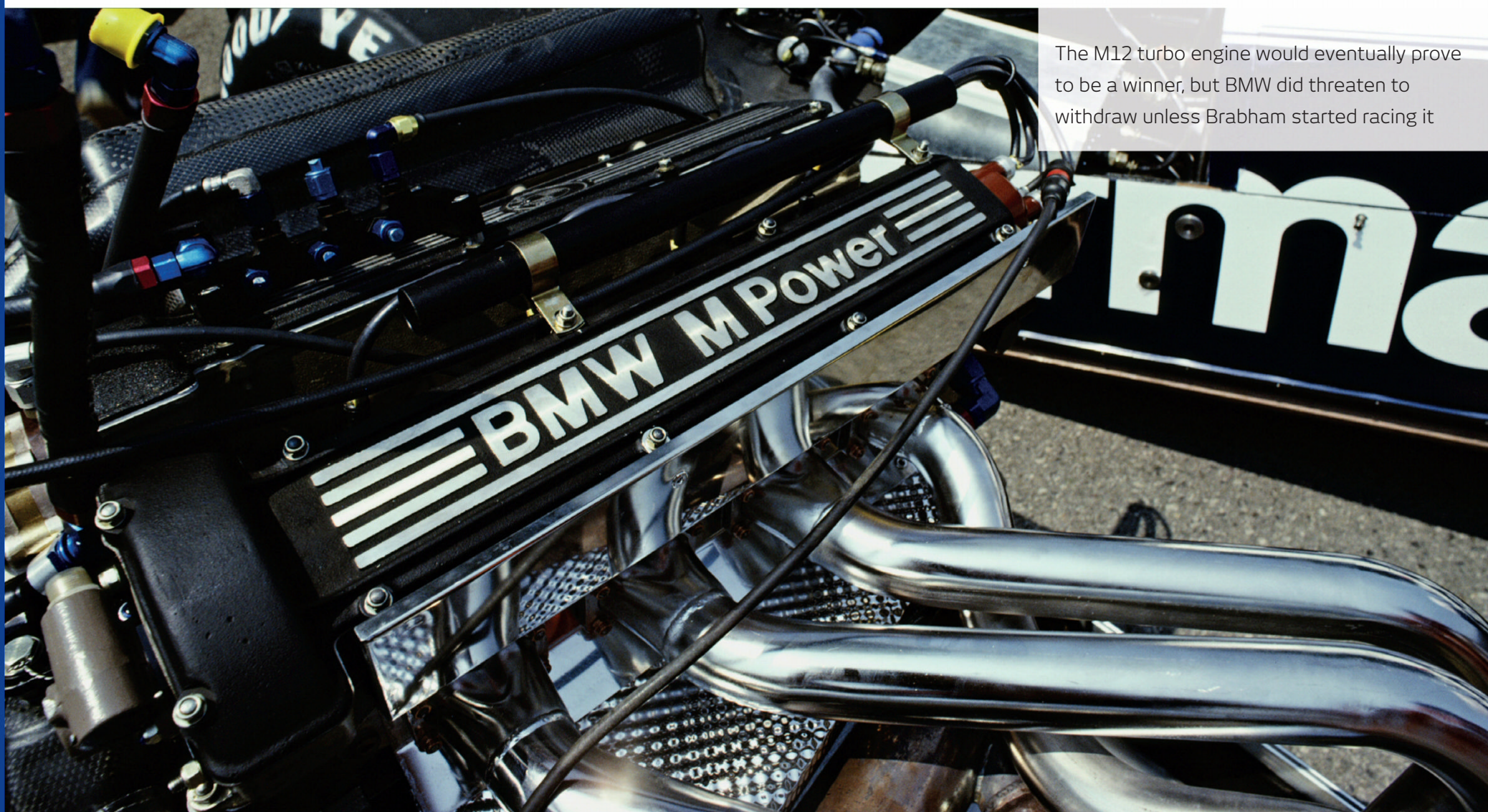
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The M12 turbo engine would eventually prove to be a winner, but BMW did threaten to withdraw unless Brabham started racing it

Nelson Piquet failed to qualify for the 1982 United States Grand Prix in Detroit. A week later in Montréal he flashed across the finish line to win for Brabham – and, more significantly, for the first time with BMW’s turbo four-cylinder. That landmark couldn’t have been better timed, amid heightening tensions as one of Formula 1’s greatest team-manufacturer associations threatened to detonate before it had truly hit full boost. Nothing is more

evocative of the cool 1980s than Brabham and BMW, mated together within Gordon Murray’s striking blue-and-white Parmalat wonders. But for all the stylish achievements this was a tempestuous, flawed partnership that could and should have achieved much more.

Even at its height a year later, when Piquet’s late-season momentum swept him to an irresistible second drivers’ crown, rarely was this a relationship that ran without some degree of angst. How else could it be? Bernie Ecclestone and his creative genius designer were impossible to please. They wanted everything now, as is the F1 way, and were frustrated by reliability that was a long way from bullet-proof. BMW’s directors, fresh to this hair-trigger world, had never experienced anything like it.

Dieter Stappert was the competitions boss caught between caustic Ecclestone and the BMW board. The Bavarian company had developed its sporting chops in 1960s saloon car racing, before its sweet 2-litre four began to sing as the *choix du jour* in 1970s Formula 2. A former journalist, Stappert was hired as assistant to Jochen Neerpasch in July 1977 and was soon rounding up F1 drivers to race BMW’s M1 Procar in what’s now considered a cult grand prix support series. Turbo learnings in Germany’s DRM – the forerunner of the DTM – and in IMSA sportscar racing gave BMW the taste for a crack at F1, as Renault’s programme turned from paddock joke to serious off-the-dial potency. For a while, it seemed BMW would join forces with McLaren, newly invigorated by Ron Dennis whose Project 4 organisation built a portion of the Procars. But when that plan turned to boardroom dust and Neerpasch

headed for the door, Stappert found himself promoted to the hot seat.

Loyal to the BMW cause since 1957, Paul Rosche was the mastermind behind the F2 success and developed the M12 series of F1 engines based on a production block. That was the BMW way: one of the great F1 engines was directly linked to the road. Now, instead of McLaren, in April 1980 a collaboration with Brabham was announced. Murray had only just returned from an Alfa Romeo V12 cul-de-sac, yet he and Ecclestone – like the rest of the FOCA ‘garagistes’ – knew which way the wind was whistling when it came to Cosworth’s venerable DFV. The V8 powered Piquet to his first title in 1981, but in the face of manufacturer turbo power it was beginning to wheeze.

But Murray urged caution on BMW’s turbo. The BT50 had flown in practice at Silverstone as early as 1981, but Rosche’s powerplant was held back from the white heat of true competition until the start of 1982, in South Africa. Even then it was overshadowed by a distracting drivers’ strike over superlicence applications. Piquet

ALWAYS ALIVE TO AN EDGE, MURRAY THEN DEVISED A PLAN TO TURN F1 ON ITS HEAD. MID-RACE REFUELLING HADN’T BEEN A THING FOR DECADES, BUT IDLE CHAT TURNED INTO A SOLID STRATEGY

was a ringleader and, upon return from the Johannesburg hotel where the drivers had holed up, found himself in the Brabham doghouse. He qualified second, dropped like a stone from the start, then spun out, while Riccardo Patrese had a turbo bearing fail. Hardly auspicious.

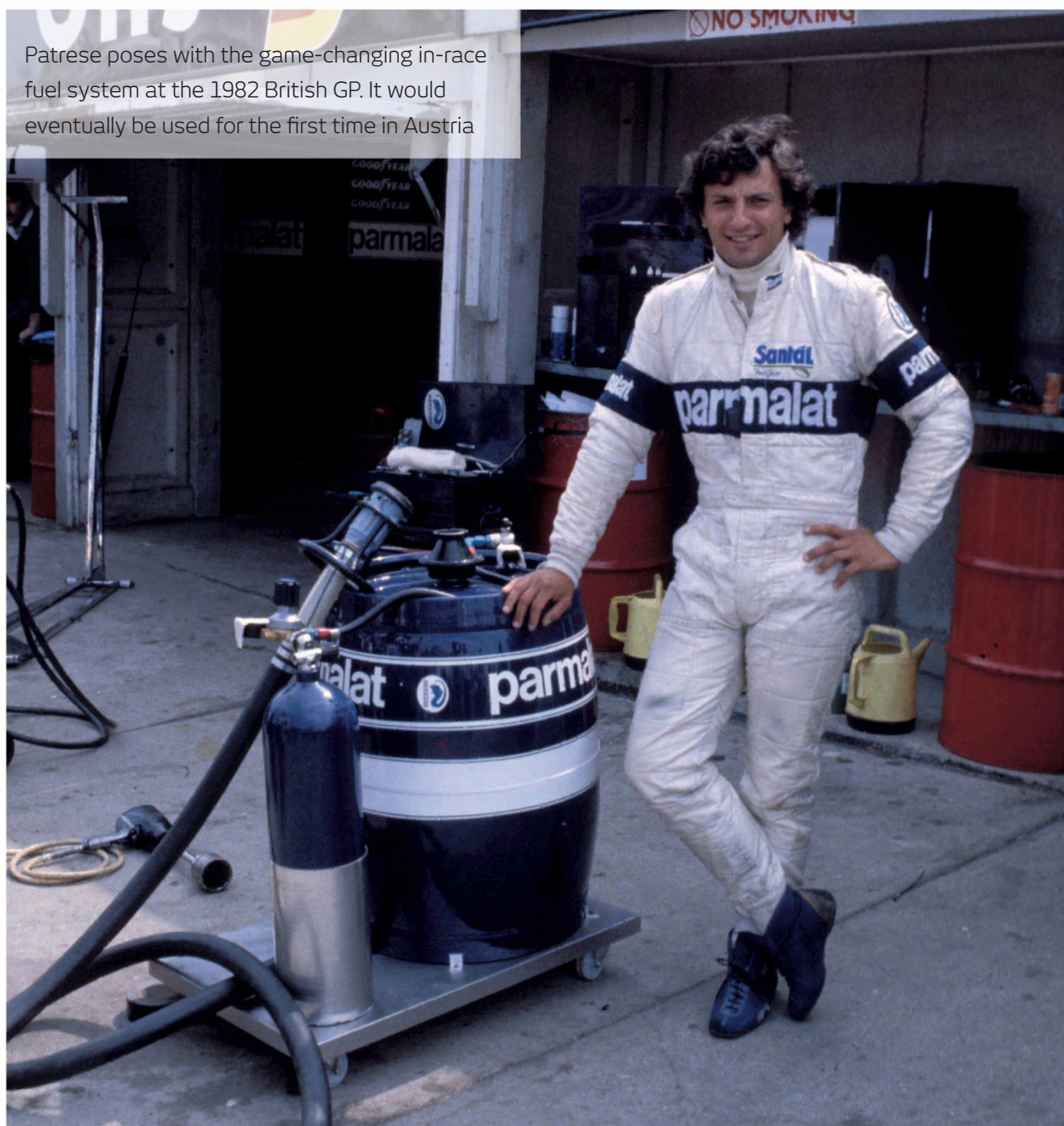
That weekend, Ecclestone introduced a new Brabham logo featuring a cross between a striking snake and scorpion. But the BMW partnership still lacked a venomous bite or sting. The team stuck with Cosworths for the next two of races (Piquet was disqualified from victory in Brazil), then missed Imola as part of the FOCA teams' boycott. Then, ahead of the Belgian GP at Zolder, BMW lost patience, issuing a threat to "terminate its cooperation" if Brabham didn't start racing its engine. It did, and Piquet finished fifth – three laps down on John Watson's winning McLaren. In Monaco Patrese lucked in to a last-gasp win – but that was with a DFV. Then came Piquet's Detroit disaster: a BMW blow-up six laps into the first session and a T-car that refused to pick up from low revs left him high and dry when Saturday was rained out. One can imagine the mood.

In Canada Piquet then suffered an almost



Piquet scored the BMW engine's first win in Canada in 1982. Team-mate Patrese was second, but still using a Cosworth DFV

Patrese poses with the game-changing in-race fuel system at the 1982 British GP. It would eventually be used for the first time in Austria



immediate misfire, forcing a switch to the spare car. He qualified fourth for a race that required a restart after pole position winner Didier Pironi stalled, leaving poor Riccardo Paletti unsighted as his Osella rammed into the Ferrari, with fatal consequences for Paletti. So soon after Gilles Villeneuve's death at Zolder, it beggars belief today that Pironi took the restart – but there was a world championship to win... Still, Piquet picked him off early and scored that vital victory, with Patrese second (albeit powered by a DFV). In Munich there were celebrations – and relief.

Always alive to an edge, Murray then devised a plan to turn F1 on its head. Mid-race refuelling hadn't been a thing for decades, but idle chat turned into a solid strategy that starting on half tanks and soft tyres could make refuelling a game-changer. At Brands Hatch the team wheeled refuelling apparatus into the pitlane, to the surprise of rivals. Sadly, BT50 unreliability prevented either Piquet or Patrese putting it to use, and the same was true at Paul Ricard where they initially ran 1-2. Hockenheim? No. Piquet was pushing to open a suitably sized gap, only to trip over Eliseo Salazar's ATS – leading to his infamous physical assault of the hapless Chilean on live TV. Punching a driver in a crash helmet? It never works. ▶

By now the potency of the Brabham-BMW combination was all too obvious – if only the cars would last. In Austria Patrese went far enough to pit, taking on hard Goodyears and 24 gallons in just 15.6s (super-quick back then) to resume still leading... only for a failure to pitch him off a few laps later. BMW's ignition and injection troubles contributed to a largely frustrating year, despite that Canadian breakthrough, as the season dwindled to a close. Never mind. Murray had a small-tank BT51 ready to roll for 1983, fresh from Ecclestone's assurances that ground-effect skirts were not about to be banned – only for Gordon to discover, along with the rest of F1 on November 3, that they were. The combination of high-boost turbos and sucked-to-the-deck ground effects was awesome but unsustainable, plus the change pulled the rug on those pesky British FOCA teams. F1 cars would be flat-bottomed for 1983, throwing the teams into disarray – and now Murray and the Brabham boys put in a Herculean three-month shift that has gone down in F1 lore.

Running on pills and urging staff to bring their sleeping bags to work, Murray oversaw the conception, design and build of the BT52 in a frantic timeframe. While most teams cut and shut what they already had, he conceived one of the all-time great F1 cars. The sidepod-shorn delta-shaped stunner was designed to be simple and light, and repaid all the hard work

BY NOW THE POTENCY OF THE BRABHAM-BMW COMBINATION WAS ALL TOO OBVIOUS – IF ONLY THE CARS WOULD LAST

immediately, Piquet scoring a great home win in Rio – complete with refuelling pitstop, just three months after the BT52 hadn't even existed as a thought.

But this being Brabham, little thereafter was straightforward: at Imola, Patrese lost his own home win by dropping it at Acque Minerali, gifting the race to Ferrari's Patrick Tambay to the tifosi's joy and derision; a Piquet

victory in Detroit was lost to a late puncture; at Hockenheim – by now in reversed blue and white colours – Nelson lined up Rene Arnoux, only for his BMW to grenade spectacularly; then at Zandvoort, title rival Alain Prost made an uncharacteristic error and took out Piquet on the brakes into Tarzan. So many lost points.

Three races left and Piquet found himself 14 points behind Prost – a chasm when a win netted just nine. But momentum had swung: Patrese took pole at Monza, only to blow a turbo, leaving Piquet to win as Prost retired; at Brands Hatch for the European GP, Patrese took the lead from Elio de Angelis at the start, only for the Lotus driver to ruin his race with an ill-timed move, leaving Piquet clear, with Prost second. Now, ahead of the Kyalami finale, the gap was down to two points.

In South Africa, Piquet qualified second to Tambay, but on superior Michelins streaked into the distance, made an early stop – Bernie's idea – and remained out of reach. When Prost's Renault turbo failed on lap 35, Nelson eased off, allowing Patrese to win on his final appearance in a Brabham (for now) and stroked home third to clinch his second title – BMW's only F1 crown. A postscript was ugly allegations of illegal fuel brews, met with angry denials by Stappert – why would a major car manufacturer take such a risk? – and a formal protest was never lodged. So now, what more could Brabham and BMW achieve together?

Piquet and Patrese (right) were only teammates for two seasons, but managed six wins between them and Piquet a second title



When it was ruled F1 cars had to be flat-bottomed for 1983, Brabham designed and built the BT52 in three months



De Angelis (below) replaced Piquet for 1986, but Elio's death while testing the BT55 at Paul Ricard hit the team hard

The answer turned out to be dwindling returns. Amid Renault recrimination, Prost pitched into an increasingly potent McLaren powered by a Porsche turbo disguised as a TAG. Mid-race refuelling was outlawed for 1984, leaving Murray with no choice but to expand the BT52's successor, while a string of BMW engine failures blunted any hope of a title defence. Yes, Piquet won a pair of grands prix on the bounce, in Montréal and Detroit. But this year was all about McLaren, Prost and half-point champion Niki Lauda.

Taking Pirelli tyres for 1985, Piquet's seventh (full) and last Brabham season, was a gamble in the wake of Michelin's withdrawal – and one that didn't pay off. Even with improved BMW reliability, the BT54 was only a contender when conditions played to Pirelli's strengths (which

was not often). In a heat wave at Paul Ricard, the Italian tyres came into their own as Piquet rose from fifth on the grid to score Pirelli's first F1 win since 1957 – and what turned out to be Brabham's 35th and last. How quickly the mighty can fall. From a pair of hard-earned titles, Brabham was sliding alarmingly fast into mediocrity – and Piquet knew it. He left for Williams and the prospect of a third title for 1986.

It's rarely one thing that brings down a great team, but Ecclestone's increasing focus on the bigger F1 picture was the most obvious catalyst for the decline. In 1986 he took his place on the three-man F1 Commission beside blazered FISA president Jean-Marie Balestre and Ferrari's Marco Piccinini, then a year later became FISA vice-president for promotional affairs. He was losing interest in running Brabham.



Still, Murray remained hungry to innovate his way to more success. All designers misfire from time to time, even Adrian Newey. But the timing of Murray's on this occasion couldn't have been worse. He stands by the concept behind the low-line BT55 (just 26 inches high from ground to the top of the bodywork), claiming an oil scavenging ►



Ecclestone (left) with FISA president Jean-Marie Balestre at the 1986 Hungarian GP. Bernie had, by this stage, got his eyes on a bigger prize

problem was its major undoing. But the car was a disaster – and then charismatic and quick Elio de Angelis, fresh from Lotus, became the first and only works Brabham F1 driver lost in action. His death knocked the stuffing out of the team.

What a senseless death this was. In a test at Paul Ricard in May 1986, the Italian was running alone on track when he crashed at the fast esses and the BT55 rolled over a barrier. De Angelis was trapped in the inverted Brabham, as ill-equipped marshals struggled to quell the threat of fire. De Angelis only had a broken collarbone and minor burns, but died in hospital the next day, a victim of asphyxiation. A shameful episode, one that shook F1 from its borderline criminal negligence on safety precautions at tests. Too late for poor de Angelis.

At the end of a winless year, Murray – the beating heart of Brabham – was gone. After 17 years, he felt done with F1, only for Ron Dennis and McLaren to coax him into a technical director role in which he'd claim (not without contention) vindication for the lowline BT55 in the 15-out-of-16-wins success of the MP4/4 of 1988. But his most significant achievement, arguably of his whole life's work, would be the

NOW HIGH AND DRY WITHOUT AN ENGINE SUPPLY, THE TEAM SAT OUT 1988. PERHAPS IT SHOULDN'T HAVE RETURNED GIVEN WHAT FOLLOWED

McLaren F1 supercar, revered as among the most pure expressions of automotive creativity – although for those of us with F1 in our soul we'd argue the case for the BT44 or BT52 above it.

Without Murray and Ecclestone distracted, BMW slipped away at the end of 1987 as F1 prepared to ditch its turbos for a new breed of normally aspirated power. Long-time Brabham servant Charlie Whiting followed his boss into a position of increasing influence at FISA. Now high and dry without an engine supply, the team sat out 1988.

Perhaps it shouldn't have returned given what followed, although the BT58 of 1989 offered one final cameo worthy of fine Brabham traditions. Designed by Sergio Rinland and John Baldwin, the car blazed more often than not through the pre-qualifying sessions Brabham had been reduced to. Martin Brundle put in a fabulous drive at Monaco only to be undone by having to step out for a change of battery. Team-mate Stefano Modena stepped up and inherited the third place that should have been Brundle's.

But the good work was undermined by ownership controversy. Ecclestone had brokered a deal for Swiss financier Joachim Luthi to take the reins, but he was gone amid a torrid financial scandal before the year was out. The Middlebridge Group picked up the baton, but by now the team could barely manage a crawl, never mind a sprint. Hiring David Brabham, the youngest of Jack's three racing sons, in 1990 should have been a lovely story – had he been given a more capable car. ►



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UNLIKE LOTUS, WHICH FOLLOWED IT INTO OBLIVION TWO YEARS LATER, BRABHAM HAS BEEN SPARED HALF-COCKED ATTEMPTS AT F1 REVIVALS



Mark Blundell (above) was part of an all-British line-up in 1991 with Martin Brundle (below), who returned to F1 from sportscars



Damon Hill made his F1 debut with Brabham in 1992, 30 years after the team's first race. His 11th in Hungary would mark the team's last

Mark Blundell and Brundle put their faith in a Yamaha V12 in 1991, but saw little in return. Then there was the final whimper of 1992: Giovanni Amati's failure to follow Lella Lombardi's 1970s example and qualify as a female grand prix driver; and Damon Hill's toil to 16th at Silverstone, four laps down on winner Nigel Mansell. It was Hill who brought the Brabham curtain down. His last place at the Hungaroring was the team's final grand prix classification before a final dose of financial strife pulled this F1 'big beast' into the realms of extinction.

Unlike Lotus, which followed it into oblivion two years later, Brabham has been spared



After a long struggle the Brabham name is controlled by the family again, and the result is the track-day focused BT62 supercar

half-cocked attempts at F1 revivals – and there's even a happy epilogue to a story that ended so pathetically. After years of graft, David Brabham is now back in control of the family name and has even succeeded in returning the marque to race tracks, via the attractive BT62 supercar. Thanks to David, Brabham has a genuine shot at a bright future, even if its shape and form is yet to be fully defined. A return to F1? Unlikely. Who could live up to the stellar heights scaled by his 'Old Man' Jack and partner Ron Tauranac, then matched by Bernie Ecclestone and Gordon Murray in a wholly different style? Leave it in the past, where the best of Brabham remains safe from tarnish. We won't forget.

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RED BULL RB5

A Newey-designed gateway
that led to multiple world
championships





Way back when – OK, a little over a decade ago – Red Bull wasn't yet the all-guns-blazing championship contender it's subsequently become. All the ingredients were there: Adrian Newey at the draughting board, the ultra-ambitious Christian Horner growing into his team principal role, and a young and hungry pitcrew servicing a pair of drivers in which the fire still burned. With the addition of Sebastian Vettel and the RB5, all those winning elements aligned to achieve their potential – eventually.

It had taken time for Newey, with Horner's unwavering support, to purge the design team of bad habits hanging over from Red Bull Racing's previous existence as Jaguar. In 2001 Newey had flirted with the idea of leaving McLaren and joining Jaguar, lured by the prospect of working with his old friend Bobby Rahal, but developed cold feet as the scale of the company's internal politics became manifest.

Five years later, with different ownership and management in place at Milton Keynes, Newey finally made the move – “Many people viewed it as career suicide,” he would later say.

The prevailing view among the paddock opinionati was that Red Bull magnate Dietrich Mateschitz was merely another in a long line of deluded billionaires, and that perhaps two or three years would elapse between him buying Jaguar's F1 team and realising the truth of the old saying that the quickest way to make a small fortune out of motor racing



is to start off with a large one. As a measure of how low expectations were of Red Bull, Newey wasn't even made to observe a period of 'gardening leave' when he told McLaren he was leaving.

In his autobiography *How To Build A Car* Newey relates the moment he grasped the magnitude of the task ahead: a meeting with members of the senior engineering team, at least one of whom still referred to the organisation as 'Jaguar' and told Newey “we have our procedures and processes and a way of doing things, and we expect you to fit in with them”.

NEWAY'S FIRST TWO RED BULLS, THE RB3 AND RB4, WERE QUICK BUT OFTEN FRAGILE, AND NOT RACE WINNERS EVEN WITH THE EXPERIENCED AND QUICK DAVID COULTHARD AND MARK WEBBER AT THE WHEEL



Their new technical director was unamused. “That, in a nutshell, explained why Jaguar had never finished higher than seventh in the constructors’ championship. Regardless of my ability, you would think there would be a recognition by its senior engineers that Jaguar’s processes and approach had not brought results.”

Newey pushed for Red Bull to invest in a driver-in-the-loop simulator, an operations room at the factory for better communications with the race team, and a transient gearbox dyno in order to develop the seamless-shift technologies then becoming vogue. Newey also persuaded Horner to do a deal for Renault engines rather than continuing with Ferrari units which were at least one spec behind the works.

With Horner’s say-so Newey hired an HR consultant to investigate his suspicions of mutiny within the engineering office and fired the ringleaders, and poached his old head of aerodynamics, Peter Prodromou, from McLaren. “I also,” Newey recalled, “introduced a culture that meetings should only be deemed a success if a clear set of ideas and actions came from them.”

Newey’s first two Red Bulls, the RB3 and RB4, were quick but often fragile, and not race winners even with the experienced and quick David Coulthard and Mark Webber at the wheel. In the interim Mateschitz acquired another team, Minardi, taking advantage of regulations which (just about) permitted it to run more or less the same car, albeit with Ferrari engines. It became a persistent source of embarrassment that the newly renamed Toro Rosso would

RED BULL RB5

NOW THAT WAS A CAR

No.110



occasionally snatch better results than the senior team.

Deciding early in 2008 that RB4 wouldn’t deliver the goods, Newey turned his attentions entirely to the new technical regulations coming in for 2009. To arrive at these the FIA had assembled an Overtaking Working Group comprising senior engineers from leading teams, and even commissioned drawings of what it called the Centreline Downwash Generating rear wing, an ugly concept which was vetoed by the teams.

Still, FIA president Max Mosley, under tacit pressure from his old friend Bernie Ecclestone, F1’s ‘ringmaster’, pressed on with changes aimed at solving the perceived issue that there wasn’t enough overtaking in F1.

In hindsight we now know these changes were flawed. The Kinetic Energy Recovery Systems weren’t powerful enough to justify the weight they added to the car. The wider, lower front wings and narrower, higher rear wings did little for F1 aesthetics and introduced new areas of exploitation which actually made it *harder* to overtake. And a reworded rule constricting the length of the underfloor diffuser to a point behind the rear axle line had failed to eradicate a loophole which three teams spotted and exploited.

Over previous regulatory fiddlings, the FIA had jacked up the front-wing height in stages in the belief it would reduce downforce and cornering speeds. It did, but only in a crude way, and the high wing was more sensitive to wake turbulence from the car in front.

For 2009 the wings were made lower and wider – ►



the full width of the car – and with a flat section over the central 500mm. Aerodynamicists immediately set about exploiting this to set up beneficial vortices at the outer tips of the main plane (to ‘outwash’ air around the front wheels) and the inner tips of the secondary wing elements (to steer air between the front wheels and the nose). The net result was a more turbulent wake than before.

Newey found the vortices being shed by the inner elements, known as the y250 vortices because the wingtips were 250mm from the car’s centreline, were powerful but causing airflow separation along the bottom edge of the nosecone at each side: this is what happens when a rotating flow meets a square edge. So Red Bull’s designers took advantage of another loophole in the regulations to alter the nose into a U-shape in cross-section, with rounded lower corners and a distinctive upper ridge on each side.

The y250 vortices also interacted with the front suspension elements, prompting the designers to angle the wishbones more sharply. At the rear they found the new diffuser geometry was

badly affected by tyre ‘squish’ (when airflow trapped against the surface of the tyre is pushed sideways as it hits the track surface). To manage this they added winglets to the brake duct and fences to the floor, and determined to make the lower beam element of the rear wing work harder to set up a beneficial negative pressure area behind the car.

One of the solutions which would work against Red Bull in the early part of the 2009 season was the decision to move to a pullrod rear suspension design, where the inboard elements could be accommodated in a space previously occupied by the diffuser, allowing much narrower bodywork near the floor. A slight flare above this helped pressurise the flow between the rear wheels.

The RB5 was encouragingly quick when it hit the track, steered by Webber and new recruit Sebastian Vettel, who had won the previous year’s Italian Grand Prix... for Toro Rosso. But then, at the final full test, the moribund Honda team – reborn as Brawn – came out of the blocks flying. Intrigue was already rife about the diffuser loophole being exploited by





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Toyota and Williams, and here was the similarly equipped Brawn lapping nearly nine tenths faster than anyone else...

Jenson Button won the first two grands prix of the year for Brawn, while Vettel's maiden appearance for the senior squad ended inauspiciously as he clattered into Robert Kubica two laps from the end of the Australian GP. Third time out, though, in a wet Chinese Grand Prix, Vettel excelled as he had in the foul conditions of Monza 2008, bringing Red Bull its first F1 victory – and a small diplomatic incident ensued when the British rather than Austrian national anthem was played for the constructor during the podium ceremony.

This win came against the run of form, politically as well as on-track. Having assured the stakeholders the so-called 'double diffusers' would be banned, Mosley backtracked and declared them legal. Red Bull was worse affected than others since its pushrod rear suspension made it difficult to replicate the double-decker concept which every other constructor now rushed to adopt.

Newey has often spoken about this as a political stitch-up. ►



RED BULL RB5

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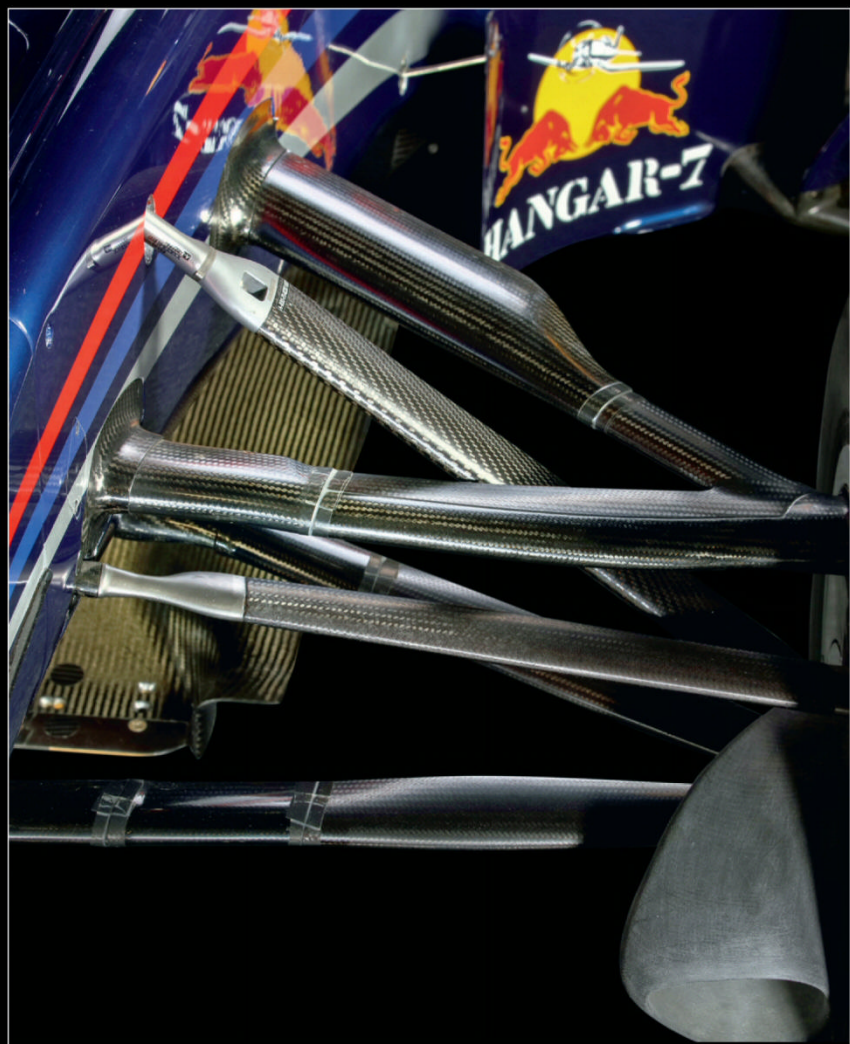
At the time, Mosley was in the process of being hounded out of office and McLaren and Ferrari, having set aside their 'Spygate' differences, were among the ringleaders in setting up a new association of teams to lobby for better commercial and sporting terms.

"Ultimately whether the double diffuser was legal or not wasn't actually a technical decision," Newey told *GP Racing's*

sister website *motorsport.com*. "It was down to the fact that Max Mosley at that time wanted to teach a lesson to Ferrari and McLaren. And because they didn't have the double diffuser, he said it was legal – because he wanted them to be pushed out."

Newey actually missed Red Bull's first win because he was ensconced within the design office working on a form of the





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RED BULL RB5

NEWHEY ACTUALLY MISSED RED BULL'S FIRST WIN BECAUSE HE WAS ENSCONCED WITHIN THE DESIGN OFFICE WORKING ON A FORM OF THE DOUBLE-DIFFUSER CONCEPT

double-diffuser concept which would work within the existing constraints of the RB5's rear end. A first version was ready within a month and fitted to the car ahead of the Monaco Grand Prix, where Vettel crashed and Webber finished fifth. Just under a month after that Newey had the definitive double-decker ready for the British GP at Silverstone, where Vettel took a commanding pole with Webber just behind him on the grid, in third. Vettel drove away from second-placed Rubens Barrichello's Brawn at up to a second a lap, while Webber overcut the Brazilian at the first

round of pitstops to make it a Red Bull 1-2.

That was the team's second such result of the year after China; Webber led another in Germany and Vettel made it four in Abu Dhabi. By then, Button had amassed enough points to put the drivers' championship out of reach. But this was just the start for Red Bull.

Working in adversity because of Mosley's political shenanigans, Newey had made some interesting discoveries. Future Red Bull chassis would explore the benefits of raising the rear ride height to boost the effectiveness of the diffuser. The so-called 'high-rake' concept was born... and others would have to follow as Vettel strode to four consecutive world championships. 

RACE RECORD

Starts 34
Wins 6
Poles 5
Fastest laps 6
Podiums 9
Championship points 153.5

SPECIFICATION

Chassis Carbonfibre monocoque
Suspension Double wishbones with pushrods and torsion bars (front), pullrods and torsion bars (rear)
Engine Naturally aspirated V8
Engine capacity 2400cc
Power 750bhp @ 18000 rpm
Gearbox Seven-speed seamless-shift semi-automatic
Brakes Discs front and rear
Tyres Bridgestone
Weight 605kg
Notable drivers Sebastian Vettel, Mark Webber

MAURICE HAMILTON'S

ALTERNATIVE VIEW

Miami's recent GP brought some new experiences to the paddock, but then the two races in Las Vegas in the 1980s also pushed F1's boundaries away from the norm...

PICTURES  **motorsport**
IMAGES



ANYONE COMPLAINING about Miami ought to have seen Las Vegas in 1981 and 1982. As temporary tracks go, Caesars Palace was similar to any COVID test centre found adjacent to your local airport in recent years. You know the sort of thing – an abandoned car park with haphazard lanes marked out in zig-zag fashion by plastic barriers. The only difference between this and Las Vegas was the defining edges in Nevada were made of concrete and no masked person was wielding a swab with menace when you eventually reached the finish.

That said, the Americans came close to getting up F1 noses by implying the grand prix – the final round of the championship, no less – was not a patch on IndyCar racing and just a side attraction to the gambling going on 24/7 in the surrounding casinos. And neither did it help to have one hotel receptionist assume a bunch of sweaty F1 mechanics arriving back from a day's toil were in town for the Automotive Parts Rebuilders Association Convention, which also happened to be at Caesars Palace. The receptionist was close in one sense (given the amount of damage created by the walls

on the racetrack), and as far removed in another as the odds posted in local betting shops.

One chalk board gave prices for 'Munsell' (Nigel Mansell), 'Peron' (Didier Pironi), 'Grabbiani' (Beppe Gabbiani) and 'Cheevers' (Eddie Cheever). 'Stohr' was spelled correctly. Which was a shame because Siegfried was in Italy, having been dropped by Arrows. The bookies posted Alan Jones at 4/1, which turned out to be reasonable punt. The outgoing champion had

problem. "I see Carlos is fussing again," mused Jones, the subtext being the sensitive Argentine, despite being blindingly quick in qualifying, would be easy meat over 75 laps. Other than that, Jones kept his enthusiasm in check, describing the circuit as "like a goat track, dragged down from the mountains and flattened out".

I knew this because I'd been passing the time of day waiting for the race to start and overheard Jones chatting with Stirling Moss. Having been fortunate enough over the years to experience the incredible tension at many championship finales between them, this one had all the excitement of a Silverstone test on a wet Wednesday in January – without the attraction of a decent pint in the Green Man pub at the end of it.

Compare this to the celebrity scrum in Miami. In 1981, Sammy Davis Junior (he had a nightly show in Vegas; this and a performance by Tina Turner being highlights of our visit) made a brief appearance. Other than that, the best we could muster was Mark Thatcher, the son of Britain's then-Prime Minister feeling the need for security men to assist his

**"THIS ONE HAD ALL THE EXCITEMENT
OF A SILVERSTONE TEST ON A WET
WEDNESDAY IN JANUARY"**

influenced the form book by qualifying second while his Williams team-mate Carlos Reutemann was on pole and looked a shoo-in, not only for the race but also the championship.

Before the start, Jones was standing behind his car, noting that Reutemann, still in the cockpit of his FW07C, appeared to have some sort of



The Las Vegas 'track in a car park' in all its glory (above). The celebrity count at the 1981 and 1982 races was nowhere near Miami with Sammy Davis Junior (below, left, with Mario Andretti) and Diana Ross (bottom, right, on the 1982 podium) part of a paltry count



work as an interviewer for NBC.

Jones went on to annihilate the field, with Reutemann a disconsolate eighth. The exhausted new world champion, Nelson Piquet, was sick in his crash helmet. Jones appeared to have barely broken sweat and was ready for self-important interviewers when Thatcher and his crew shoved their way through the equivalent of a small social gathering at the foot of the podium.


Thatcher thrust his mic forward and earnestly enquired if tyres had been important in the race. 'Oh, absolutely,' replied Jones in all seriousness. 'Y'see, they kept the wheels from touching the ground.' Thatcher's mother would have been proud of the retort, if not the question.

A year later, Ken Tyrrell was the first to spot that the bookmakers continued to know as much about F1 as he did about needle work (even though Ken claimed to have been stitched up in 1970 by a Mr. Mosley of March Engineering).

Tyrrell had brought Michele Alboreto into F1 in 1981, the young Italian improving to the point where Ken had no hesitation in laying out \$100 when his boy was offered at 20/1 by the Vegas bookies in 1982. He passed on his tip to team members and friends in the media before practice got under way and the odds shortened to 3/1.

Tyrrell's optimism proved well-founded as Alboreto scored his first F1 victory – or, as the headline in the following day's newspaper had it: 'Italian Wins Prix'. There was barely a mention of the fact Keke Rosberg had become world champion at the end of an extraordinary year boasting 11 different race winners.

Not that Bernie Ecclestone lost any sleep over either the lack of coverage in the written media or the sparsely populated enclosures. Aside from any reasonably rational person preferring to become toast in the air-conditioned hush of a casino rather than fry in an open grandstand, the Caesars Palace Grand Prix was all about television coverage rather than celebrity approval; in many ways, the opposite of Miami 40 years later.

Then again, some things never change. 'Where Fantasies Come True' was the Caesars Palace motto in 1982. Netflix viewers these days are in danger of believing this to be F1's maxim, judging by the hysteria in Florida. For all the hyperbole 40 years ago, no one ever boasted – as one gushing TV presenter did on the Miami grid – that their grand prix 'was the most anticipated race in living memory'. Not even Mark Thatcher would have made such a daft claim in a hotel car park. 

BAD BLOOD

In Formula 1, as in any sport, there have been times when an element of needle sets in between the protagonists

► *The fallout from Spygate, the 2007 technical espionage saga involving McLaren, was bloody and McLaren was fined \$100m by the FIA as a result. FIA president Max Mosley (left) is reputed to have said that \$5m was for the offence and \$95m was for McLaren team principal Ron Dennis (right) being 'a twat'. The pair appeared in front of the cameras at the 2007 Belgian GP and the dislike oozing from both of them is obvious. Nobody believed the forced show of conciliation by handshake that followed*







James Hunt (pictured remonstrating, with helmet in hand) leads a gaggle of people back to the pits after the accident which halted the 1978 Italian GP at Monza, and subsequently claimed the life of Ronnie Peterson. Hunt, wrongly as it turned out, always blamed Riccardo Patrese for causing the accident. Hunt never forgave Patrese, often castigating him on air in Hunt's later role as a commentator



It was almost inevitable that childhood racing friends Nico Rosberg and Lewis Hamilton would end up bathed in animosity after Hamilton joined Rosberg at Mercedes for 2013. There were three niggly title battles and it was the final one, in 2016, that brought matters to a head, highlighted by this shunt between the pair in Spain

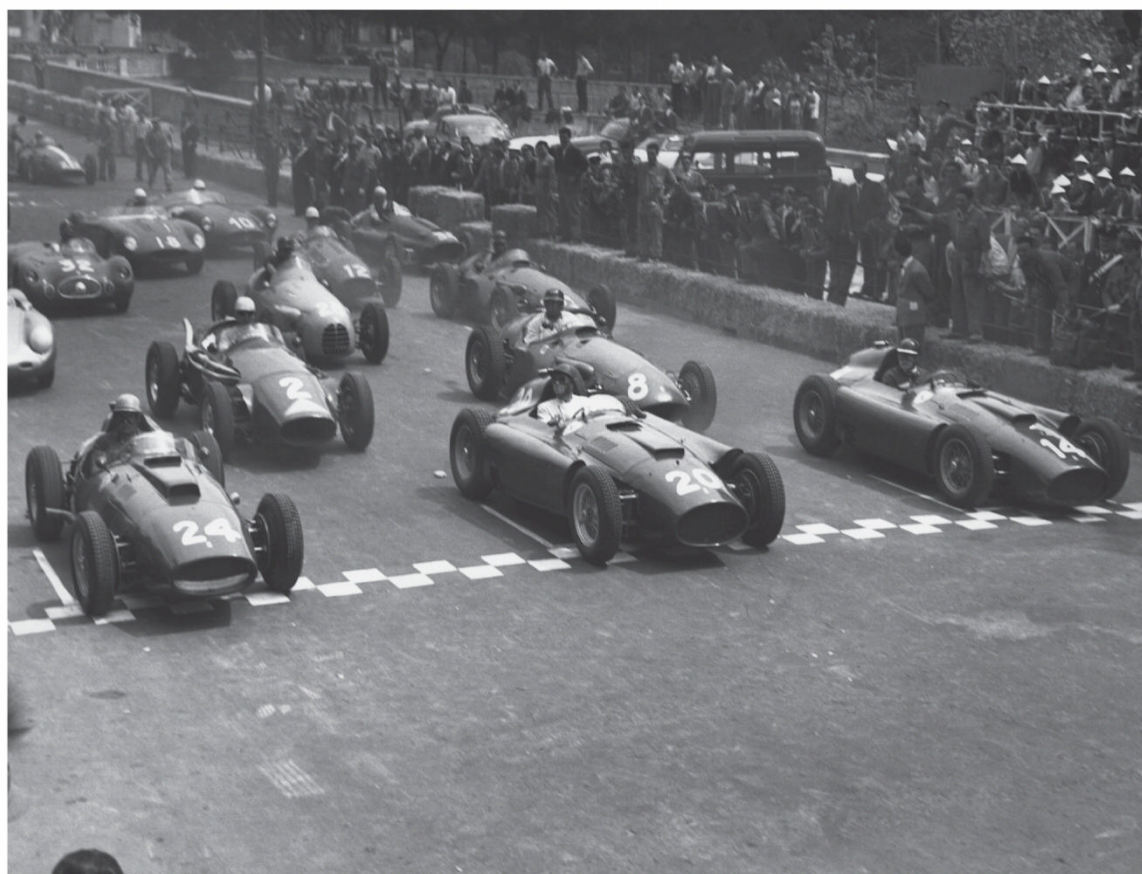


Allianz





▲
With no Williams team orders at the 1986 British GP Nigel Mansell (5) had harried leader Nelson Piquet (6) into a mistake. But it was Mansell's defence of the lead that caused Piquet to refuse to shake hands on the podium. The pair never got on after that, not helped by Nelson being rude about Nigel's wife in 1988



▲
Mike Hawthorn (car 24), Peter Collins (20) and Luigi Musso (14) at the 1957 Naples GP. Hawthorn and Collins were friends and their devil-may-care personalities clashed hugely with Musso's serious demeanour, and was a cause for friction



▲
Runner-up Alan Jones is absent from this 1981 Brazilian GP podium shot, as Jones refused to stand on the rostrum with race winner, Williams team-mate Carlos Reutemann. Reutemann had chosen to ignore a pit board telling him to allow Jones past



▼
The 1989 Japanese GP, when Ayrton Senna and Alain Prost tangled at the chicane and Senna was disqualified after winning the race, started a feud between Senna and FISA. At a press conference at the next race, the Australian GP, Senna stated that “Jean-Marie Balestre [FISA president] just wants to give his fellow Frenchman the title”. And so it began...

▲
Alain Prost had dominated René Arnoux (right) in 1981, their first season as Renault team-mates. In 1982, and with Prost already two wins to the good, at the Regie’s home race at Paul Ricard, Arnoux was desperate to impose himself. He refused to obey team orders, leading Prost home in a one-two. Prost and Arnoux fell out and Arnoux was swiftly moved to Ferrari for 1983

▼
Slagging off a rival wasn’t the gentlemanly thing to do in the 1950s, but Stirling Moss (far right) wasn’t a massive fan of Giuseppe Farina (far left) after an incident in the 1950 Bari GP. Moss, at the time, just said Farina was a hard driver, after he felt the Italian had cut him up mid-corner. In later years, Moss would say he thought Farina an unnecessarily dirty driver





The 2011 feud between Lewis Hamilton and Felipe Massa was a strange one. There was no sign of a quarrel developing, even after this incident at Monaco when Hamilton tried an optimistic move on Massa at the hairpin. Lewis even apologised for calling Massa's driving ridiculous. However, the two were to clash another five times that season, at Silverstone, Singapore (twice), Suzuka and New Delhi, Lewis always the aggressor



Max Verstappen had only won five F1 races by the time of the 2018 Brazilian GP, so to lose out on a near-certain sixth victory was more than a little annoying. Verstappen had lapped Esteban Ocon but Ocon tried to unlap himself into Turn 1. The pair made contact and Lewis Hamilton took the lead and the win. Verstappen (right) decided to confront Ocon (left) in the FIA garage and there was shoving...





When he signed for McLaren for 2007, world champion Fernando Alonso (left) naturally thought he'd be top dog. Enter rookie Lewis Hamilton. Their relationship hit rock bottom during Hungarian GP qualifying. Alonso thought Hamilton should have let him by on a quick lap but Hamilton didn't. Alonso retaliated by loitering in the McLaren pit box, preventing Lewis from managing a final Q3 run



No feature on bad blood could ignore 2021 and the war of words between Mercedes boss Toto Wolff (left) and his counterpart at Red Bull, Christian Horner. The intense nature of the world championship battle had caused massive tension between the teams and this staged arm wrestle over the world championship trophy, BEFORE the Abu Dhabi finale, was an attempt to defuse matters...





▶ Ayrton Senna and Alain Prost (left) had a stormy time as McLaren team-mates, starting at the 1988 Portuguese GP when Prost accused Senna of pushing him towards the pitwall. Imola in 1989 was the real spark when, at a restart after a red flag, Senna ignored a pre-race agreement they had made not to race each other before Turn 3. Senna said it only applied to the first start and went on to win



◀ Arrows team-mates Derek Warwick and Eddie Cheever fell out when they both drove for Arrows in 1989. Minor niggles had festered over the previous two years, but Warwick (pictured) was on a hot lap at Monaco when Cheever refused to move out of his way. Warwick drove Cheever into the barriers and the two almost came to blows in the pits. They are now firm friends



◀ Mark Webber and Sebastian Vettel had clashed – at the 2007 Japanese GP – even before they linked up at Red Bull in 2009. Then, in the 2010 Turkish GP, Webber was heading for a third successive victory when Vettel (left) committed the ultimate sin and took out his race-leading team-mate. The low point in their relationship was still to come, though, with the infamous ‘multi-21’ incident in Malaysia in 2013



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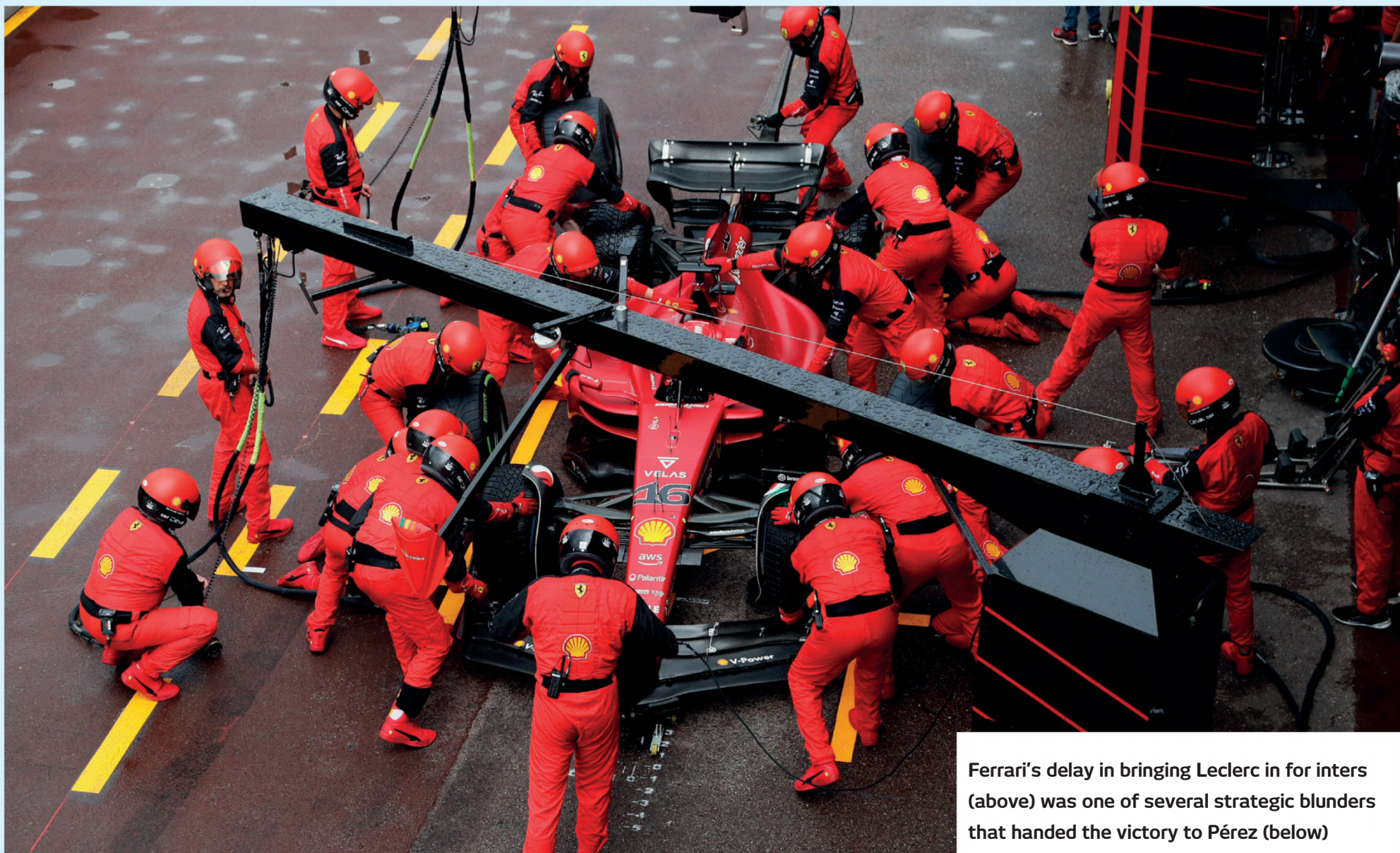


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RACE DEBRIEF

F1 WORLD CHAMPIONSHIP ROUND 7

THE MONACO GP IN 5 KEY MOMENTS



PICTURES: STEVEN TEE; MARK SUTTON; ANDY HONE; ZAK MAUGER

Ferrari's delay in bringing Leclerc in for inters (above) was one of several strategic blunders that handed the victory to Pérez (below)



1 Ferrari blunder hands victory to Pérez

"I don't think I've ever driven in the wet here," said Charles Leclerc after taking his second consecutive Monaco Grand Prix pole. "So it's going to be tricky."

In hindsight these words seem prophetic, though ultimately it was a lapse in Ferrari's operational slickness rather than a failure of Leclerc's virtuosity which cost him the win.

Sergio Pérez's Q3 crash consigned both Red Bulls to the second row of the grid and, because the race began in extreme wet conditions behind the Safety Car, over an hour later than scheduled, unusually the result of the Monaco GP hinged on strategic timing of pitstops.

On a drying track, Pérez was the first of the leaders to come in for intermediates, at the end of lap 16, but Sainz refused an instruction to pit, telling the Ferrari pitwall it would be better to hang on and go straight to slicks.

The track was drying quickly, causing the wets to overheat. Pérez emerged behind Lando Norris but when the McLaren stopped the next time round

Sergio had a clear track ahead. Ferrari responded by bringing Leclerc in for inters at the end of the following lap, but the damage had been done, and Leclerc emerged five seconds behind the Red Bull.

Verstappen stopped at the same time as Leclerc and retained fourth, while Sainz held on in the lead until the end of lap 21 – though he was now losing five seconds a lap to the intermediate runners.

But Ferrari had at least got this right. Mick Schumacher and Alex Albon had pitted for hard-compound slicks a couple of laps earlier and were running at a reasonable pace, albeit at the back end of the field. The time was clearly right for dry tyres.

Ferrari then made a second blunder with Leclerc, ordering him into the pits then telling him not to at the last minute – too late. He arrived at the Ferrari box to find Sainz still occupying it. Worse, Sainz rejoined the track behind Nicholas Latifi's Williams and was stuck behind him all the way up the hill.

This delay cost Ferrari the lead a second time as Pérez pitted for slicks and emerged ahead

– and Verstappen leapfrogged Leclerc for third. Following a brief red-flag period caused by Mick Schumacher's crash, and a rolling restart, the four ran together... but, as is the way with Monaco, there was no way by on the now largely dry track.

"A lapped car cost me the race win today," said Sainz. While that's true, the winner should have been the other Ferrari driver – but, as Leclerc said, "There have been a lot of mistakes and we cannot afford to do that."

Team boss Mattia Binotto acknowledged the team had erred, underestimating the pace of the intermediates, the gap to other cars in terms of track position, and that it would have been better to leave Leclerc on wets and protect track position.

"There is not a matter of being lucky or unlucky," Binotto said. "We made mistakes in our judgments."

2

Different problems for Mercedes as Hamilton is frustrated again

Although Mercedes has clearly made progress with its update package fitted at Barcelona, the W13 remains a challenging car to drive and the characteristics of Monaco did not flatter it. George Russell qualified sixth and finished fifth, while Lewis Hamilton was restricted to eighth in qualifying by an inconveniently timed red flag, then got bottled up behind the Alpines of Esteban Ocon and Fernando Alonso during the race, finishing a frustrated eighth.

W13's stiff suspension seemed to be the main problem contributing to bouncing over Monaco's bumps. "Your eyeballs are coming out of your

sockets," said Hamilton. "It's different bouncing to what we've experienced in the past. It's in the low speed also, so it's not [induced by] aero. I think it's just the bumps on the track are making it worse."

Both drivers were happier on Saturday but, after Hamilton set a lap good enough for sixth on his first Q3 run, Russell and Alonso improved on their second runs and Hamilton had to abort his when Pérez shunted at Portier.

In the race Russell stayed within range of Norris's fifth-placed McLaren through the first stint until their paths diverged when Norris stopped for

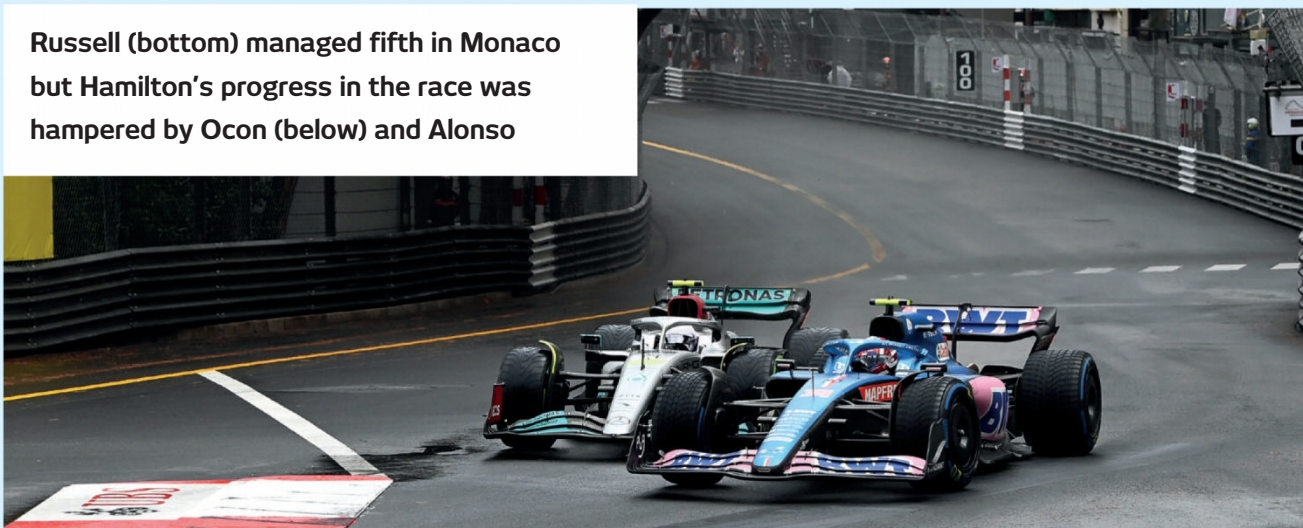
intermediates at the end of lap 17. Russell eked four more laps out of his wets before pitting for hard-compound slicks. McLaren responded by pitting Norris again for slicks, but Russell nipped past on the run up the hill after the pit exit before Norris got his new rubber up to temperature.

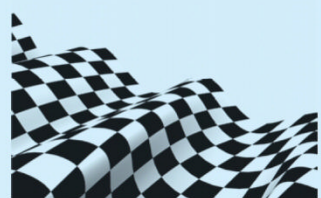
Hamilton had a more eventful Sunday afternoon, having to take inters at the end of lap 15 when he declared his rear wets spent. Though he only lost one position and quickly made up ground to eighth-placed Ocon, the Alpine driver was in no mood to yield. Hamilton dived inside at Ste Devote but Ocon turned in regardless, incurring a five-second penalty which ultimately dropped Ocon out of the points.

Following the red-flag Hamilton got stuck behind a similarly uncooperative Fernando Alonso, who was circulating around four seconds a lap slower than the leaders. Alonso later explained he was managing his tyres, having taken the restart on mediums since he had no new hards left, and that Hamilton's frustrations were "not my problem".

The ensuing gap between sixth and seventh places enabled Norris to pit again, set fastest lap, and finish tucked under Russell's rear wing. ▶

Russell (bottom) managed fifth in Monaco but Hamilton's progress in the race was hampered by Ocon (below) and Alonso





RACE DEBRIEF

F1 WORLD CHAMPIONSHIP ROUND 7

3 Ricciardo under pressure as McLaren targets fourth

Embattled Daniel Ricciardo struggled again as his McLaren team-mate Lando Norris overcame a bout of tonsillitis to finish sixth. Ricciardo crashed during Friday practice, was eliminated in Q2, and gained just one position in the race to finish 13th.

It has been clear that perceptions of the 2021 Italian Grand Prix winner have been shifting within the team ever since McLaren CEO Zak Brown publicly commented that Ricciardo had “not lived up to expectations” and alluded to the existence of exit clauses in Daniel’s contract, which runs to the end of 2023.

“There are mechanisms in which we’re

committed to each other, and mechanisms in which we’re not,” said Brown. “I spoke with Daniel about it. We’re not getting the results that we both hoped for, but we’re both going to continue to push.”

It was telling, too, that after Ricciardo went into the barriers at the swimming pool on Friday his engineer’s first enquiry concerned the state of the car rather than the health of its driver.

Monaco 2022 was arguably Ricciardo’s worst performance of the season so far and he will be hoping for an upward trajectory from here. After qualifying 14th, he spoke of struggling to “find the jump in lap time” that comes with track evolution

at this circuit. Closer comparison indicates the main deficit to Norris is on corner entry speeds, which suggests a lack of confidence.

Skipping intermediates and going straight to slicks from wet tyres after 19 laps of the race didn’t move Daniel up the order, and consigned Ricciardo to yet another point-less afternoon.

“Our target is clear we want to fight for this P4 in the championship,” said team principal Andreas Seidl. “As always we will go from tomorrow onwards in the analysis of how it went, the analysis of why for example Daniel didn’t get the maximum from the car compared with Lando.”



Monaco was another point-less race for Ricciardo, after he was eliminated in Q2 and started 14th

4 Schumacher unhurt after “super weird” accident

Mick Schumacher struggled to account for the circumstances of his accident, which initially triggered a Virtual Safety Car before race control decided to red-flag the race to allow for barrier repairs. Schumacher’s Haas snapped into oversteer at the exit of the first part of the swimming pool section, spearing into the barrier on the right before rebounding into the Tecpro on the outside.

The impact was severe enough to shear off the VF-22’s back end and cause the barrier to snake out of position, but Schumacher was cleared by the FIA’s medical staff.

“It felt super weird,” Schumacher said. “From what I saw on the video, it just seemed like we were maybe 10 centimetres further out. And that kind of triggered a wet patch or whatever with the front wheel, which then translated into a rear-wheel slide.

“That’s where basically the rear came around. I tried to correct it and that’s why it went to the left. It’s very, very unfortunate and very annoying.”

The crash ended another disappointing race for Haas. Kevin Magnussen and Schumacher qualified 13th and 15th respectively and were on the fringes of the points battle: Schumacher went to intermediates a couple of laps after Pierre Gasly (who finished 11th), while Magnussen was aiming to swap straight from wets to slicks when his engine stopped working on lap 19.



Mick Schumacher was at a loss to explain what happened to cause his huge shunt

"It was going well until that," said Magnussen. "We were in P11, much faster than [Valtteri] Bottas [who was classified ninth]. I was really looking forward to that pitstop. I had just said to the team I wanted to pit for slicks, a couple of guys behind had already pitted for intermediates, we were still on full wet and wanted to go straight to the slick, and that was a big opportunity."

5 FIA rebuffs criticism of start procedure and red flags

The FIA blamed a power outage for the late start, and for necessitating rolling starts in Monaco. Originally scheduled to begin at 3pm local time, the race was initially delayed until 3.09pm, then 3.16pm, then was red-flagged for almost an hour after two formation laps behind the Safety Car.

Several competitors complained they were skilled enough to handle the conditions, even though the initial cloudburst was particularly heavy. "If conditions are OK, they should start us," said Kevin Magnussen. "Or maybe give us a crash course in wet-weather driving."

The FIA explained that a power cut to the starting gantry and lighting panels prompted the delays and Safety Car starts. It was then not confident enough in the systems working after the mid-race red flag to do a standing restart.

It also explained its rationale for covering Schumacher's accident with a Virtual Safety Car at first, saying it was necessary "to allow the Safety Car to be deployed in the correct location to avoid needing to allow cars to pass, which would have slowed the recovery procedure".

The red flag was then flown "when it became clear repairs to the Tecpro barrier would take a significant amount of time".

Some drivers were unhappy the race was initially red-flagged after two formation laps



RESULTS ROUND 7

CIRCUIT DE MONACO / 29.05.22 / 64 LAPS



1st	Sergio Pérez Red Bull	1h56m30.265s
2nd	Carlos Sainz Ferrari	+1.154s
3rd	Max Verstappen Red Bull	+1.491s
4th	Charles Leclerc Ferrari	+2.922s
5th	George Russell Mercedes	+11.968s
6th	Lando Norris McLaren	+12.231s
7th	Fernando Alonso Alpine	+46.358s
8th	Lewis Hamilton Mercedes	+50.388s
9th	Valtteri Bottas Alfa Romeo	+52.525s
10th	Sebastian Vettel Aston Martin	+53.536s
11th	Pierre Gasly AlphaTauri	+54.289s
12th	Esteban Ocon Alpine	+55.644s*
13th	Daniel Ricciardo McLaren	+57.635s
14th	Lance Stroll Aston Martin	+60.802s
15th	Nicholas Latifi Williams	+1 lap
16th	Zhou Guanyu Alfa Romeo	+1 lap
17th	Yuki Tsunoda AlphaTauri	+1 lap

*includes 5s penalty for causing a collision
** includes 5s penalty for leaving the track and gaining an advantage

Retirements

Alex Albon Williams	48 laps - handling**
Mick Schumacher Haas	24 laps - accident
Kevin Magnussen Haas	19 laps - power unit

Fastest lap

Lando Norris 1m14.693s on lap 55

TYRE COMPOUNDS USED



CLIMATE

Wet/dry

AIR TEMP

21°C

TRACK TEMP

31°C

DRIVERS' STANDINGS

1 Verstappen 125pts	12 Tsunoda 11pts
2 Leclerc 116pts	13 Alonso 10pts
3 Pérez 110pts	14 Gasly 6pts
4 Russell 84pts	15 Vettel 5pts
5 Sainz 83pts	16 Albon 3pts
6 Hamilton 50pts	17 Stroll 2pts
7 Norris 48pts	18 Guanyu 1pt
8 Bottas 40pts	19 Schumacher 0pts
9 Ocon 30pts	20 Hülkenberg 0pts
10 Magnussen 15pts	21 Latifi 0pts
11 Ricciardo 11pts	





FINISHING STRAIGHT

RACE DEBRIEF

F1 WORLD CHAMPIONSHIP ROUND 8

THE AZERBAIJAN GP IN 5 KEY MOMENTS

1 Ferrari engine failures hand victory to Red Bull

Charles Leclerc described the Azerbaijan Grand Prix as his “third disappointment in a row” and it’s easy to see why. After notching up his fourth consecutive pole position Leclerc lost ground at the start, then regained it thanks to an opportunist pitstop under a Virtual Safety Car, only to halt with an as-yet unexplained engine failure. Coming after the retirement in Spain and Ferrari’s operational fumble in Monaco, this was yet another setback to Leclerc’s title hopes.

Ostensibly this gift-wrapped another 1-2 finish for Red Bull, with Max Verstappen leading Sergio Pérez, but the championship leader was far from out of the picture, even though he benefitted from his team-mate making way for him again.

Ferrari built through practice, fitting a new rear wing (trialled but unraced in Miami) for FP2 and then keeping it on for FP3 and qualifying. Even so Leclerc declared himself surprised to be on pole: “I didn’t expect it because I thought Red Bull was stronger,” he said. “Especially in Q1 and Q2, I really struggled to see that we were faster.”

Leclerc lined up on the grid ahead of Pérez, who might have been in contention for pole had his engine fired up at the planned time

for his second Q3 run. Missing a tow from his team-mate (it was Pérez’s turn this weekend) left Sergio 0.282s off the lead Ferrari.

Pérez was told “elbows out into Turn 1” but it didn’t come to that, since Leclerc’s rear axle broke traction as it traversed a patch of asphalt which had softened in the harsh afternoon sun. Leclerc followed, shadowed by Verstappen, until lap 9, when Ferrari opted to pit under a Virtual Safety Car to fit fresh hard-compound Pirellis. Although he received the signal to go before his wheels had touched the ground, Leclerc benefitted from Pérez not receiving his own signal to pit until he’d passed the entry.

Ominously, the VSC had been called to cover the removal of Carlos Sainz’s Ferrari, which had stopped with a hydraulics failure. Forced to stay out, Pérez lost ground – he blamed tyre temperature loss during the VSC period – and was told not to fight when Verstappen came by under DRS at the

beginning of lap 15. Pérez stopped at the end of lap 16, Max two laps later, and they resumed just over 13s behind Leclerc.

Moments later, the remaining Ferrari slowed in a plume of smoke. Would Verstappen have been able to use his pace, and the tyre offset, to catch and pass? He thought so, saying, “Our car was really good today. So I could have closed that gap. Then of course you have a race on your hands.”

Engine aside, there were some positives for Ferrari. Team boss Mattia Binotto said the new rear wing – with lower-drag upper plane – had played a role in cutting Ferrari’s straight-line speed deficit to Red Bull when the teams are running similar downforce levels. Until recently Ferrari has had to run lower downforce levels to mitigate this deficit.

“On that level of downforce I don’t think we’ve got such a big disadvantage to Red Bull, the speeds were very similar,” said Binotto. “Both with the

DRS on, in the quali we saw it yesterday, and with the DRS off today, that was good enough at least to be in the fight, keep Max behind on the straight and defending. That gives me confidence we can use it without any big issues.”



Joy for Red Bull (top) as the team claimed another 1-2, but this was an open goal after retirements for Sainz and Leclerc (above) made Baku a disaster for Ferrari

PICTURES: GLENN DUNBAR; STEVE ETHERINGTON; ANDY HONE; MARK SUTTON



A podium for Russell (left) was welcome but Mercedes, and especially Hamilton (above) suffered badly with the car bouncing

and Azerbaijan. According to chief strategist James Vowles, "What that [the Barcelona update] uncovered is a second issue that was being masked by the first."

That problem is bouncing, as opposed to porpoising, and is caused by the bottom of the car striking the track at venues which, like Monaco and Baku, have bumpy surfaces.

"I'm confident we've made a step forward in terms of porpoising, but we very clearly have bouncing, and from the outside it looks almost identical, but there is a subtle difference between the two," said Vowles.

Both cars were bouncing with noticeable violence during practice, qualifying and the race, and Hamilton's was worse – a consequence of running a different floor and rear suspension configuration as part of Mercedes' continuous experiments. It was bad enough to induce severe back pain which required intense physiotherapy over the weekend.

During the race Hamilton's car was bouncing to the extent that he was forced to lift off through the corners leading on to the pit straight, and even then the car was so unstable he feared it could spear off into the wall.

"There were a lot of moments where I didn't know if I was going to make it," Hamilton said. "I nearly lost it in the high-speed several times. So the battle with the car was intense."

The team intends to plough on with the split-setup approach. It has to if it is to solve the car's fundamental issues – even if that means taking a few public wrong turns.

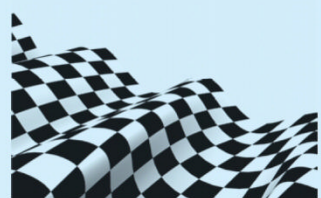
"Because the car is on a knife edge," said team boss Toto Wolff, "if you put a foot wrong in terms of these experiments on the car, which need to be done in order for us to learn how to perform, there's two or three tenths immediately between them [Russell and Hamilton]." ▶

2 Podium masks Mercedes woes again

Ferrari's double retirement opened the way for George Russell to secure another podium for Mercedes, having started fifth, while Lewis Hamilton had to perform several deft overtakes on his way to fourth from seventh on the grid.

"I'm happy it's over," said Hamilton afterwards. "That was the most painful race I've experienced."

Mercedes thinks it has found at least a partial solution to the porpoising issue, through setup changes and a detailed set of aerodynamic revisions applied around the floor of the car at the Spanish GP. It is now able to run the W13 at lower ride heights than before, unlocking performance – but, after an uptick in Spain, it struggled in Monaco



RACE DEBRIEF

F1 WORLD CHAMPIONSHIP ROUND 8

3 Gasly signals readiness for life beyond Red Bull

Pierre Gasly finished a season's-best fifth place for AlphaTauri in the wake of news that the door appears to be closed for him at Red Bull. Gasly's contract expires at the end of 2023, whereas Sergio Pérez has agreed an extension with the senior team until the end of 2024.

Although both AlphaTauri drivers made it through to Q3 – only the second time they've achieved that this season – Gasly had the better run on race day, converting sixth on the grid to fifth at the flag. Team-mate Yuki Tsunoda qualified eighth but was ultimately undone by a problem with the rear wing which caused only part of the DRS flap to open.

Both Gasly and Tsunoda pitted under the early Virtual Safety Car period to fit hard-compound Pirellis for the run to the flag. A second VSC, on lap 33 after Kevin Magnussen's Haas expired, prompted the Red Bulls and Mercedes to pit again, and the AlphaTauri pitwall decided to leave Gasly and Tsunoda out and gain track

position at Hamilton's expense.

On fresher tyres Hamilton made reasonably short work of Tsunoda to claim fifth but Gasly was able to hang on for longer before succumbing. Race control then showed Tsunoda a black and orange flag, forcing him to pit for the errant rear wing flap to be taped up, consigning him to 13th place at the flag.

"Finishing in the top five is really good," said Gasly, "especially considering how the start of our year has played out. We've not had that much luck so far so it was important to get a clean weekend.

"At the moment, for sure, beyond 2023, I consider all options, as I don't have anything beyond that. So for now, we'll see. These are things we need to discuss with Helmut [Marko]. Obviously they want to keep me, and they want to keep me in the programme. But as I say, we need to see how to make this work, and just normal conversations are ongoing."



Gasly chose a good time to convert sixth on the grid into his best result of the season



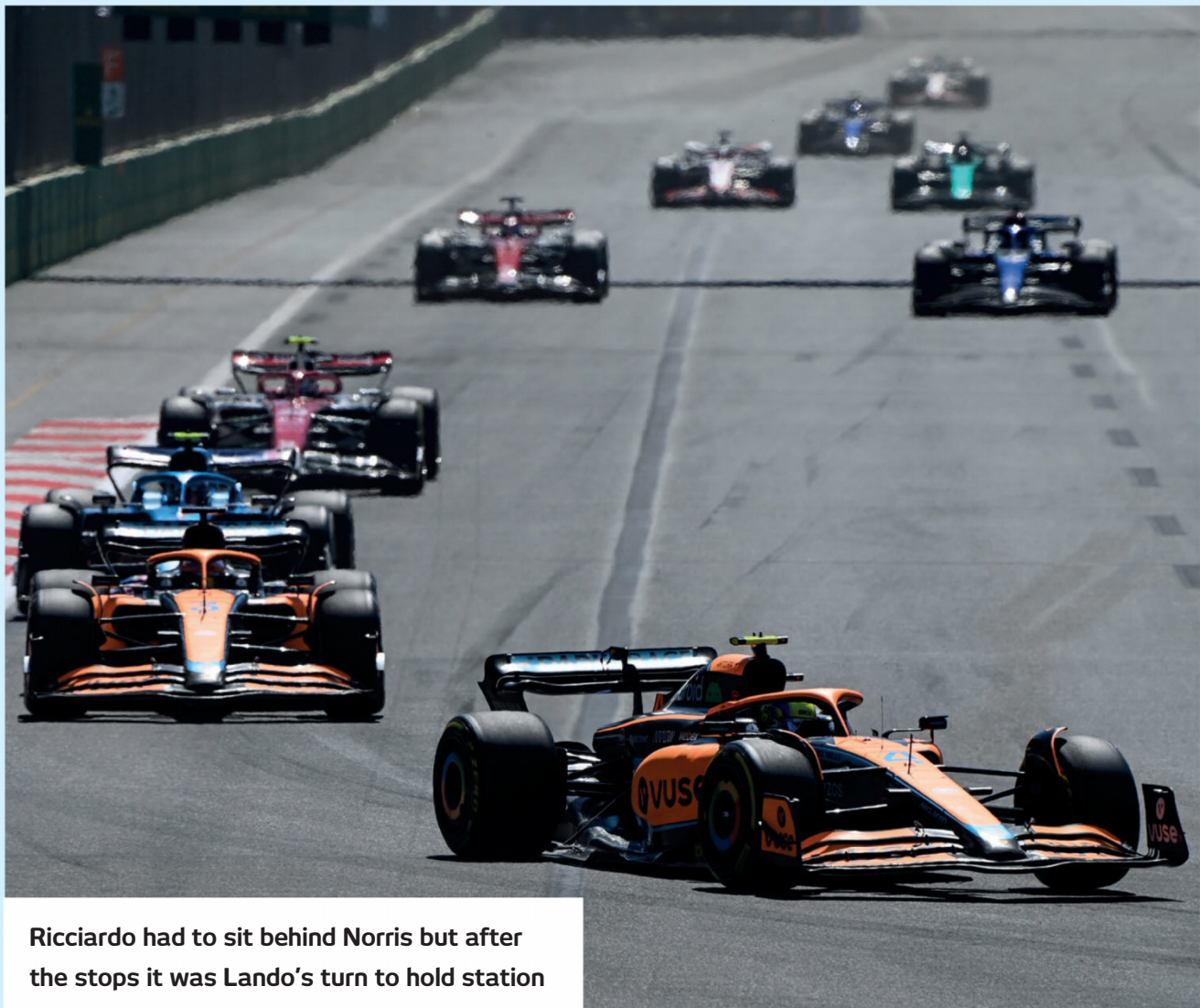
4 Alpine peril prompts McLaren team orders

McLaren's draggy car meant Daniel Ricciardo and Lando Norris made heavy weather of cracking the top 10, and required the team to order its drivers to hold station as they came under threat from Alpine's Esteban Ocon in the closing stages. For their part the Alpine drivers questioned their own team's focus on straightline speed, which helped Fernando Alonso but contributed to Ocon not making progress.

Norris and Ricciardo were eliminated in Q2, starting 11th and 12th (separated by less than 0.2s), so McLaren opted for a split strategy calling for Ricciardo to aim for a long opening stint on hard-compound tyres. Alpine did likewise for Ocon, who missed the Q3 cut when his quick lap was disrupted by yellow flags and started 13th. Alonso made it through to Q3 and started from 10th on mediums.

In the race Alonso left the McLarens trailing, courtesy of Alpine's new low-drag package of revised sidepods and a super-skinny rear wing. Ocon, though, felt that the compromise in cornering performance was too great on the

PICTURES: MARK SUTTON; GLENN DUNBAR; SIMON GALLOWAY



Ricciardo had to sit behind Norris but after the stops it was Lando's turn to hold station

hard tyres and he was unable to hold on to the McLarens in the opening stint.

Curiously, the McLaren appeared faster on the hard tyre than the mediums, but Ricciardo was told to hold station even though Norris was effectively backing him into Gasly after the AlphaTauri slotted back in after its early pitstop.

Norris pitted under green-flag conditions at the end of lap 18 but Ricciardo's pit window coincided with the second VSC period on lap 33, enabling him to gain track position at his team-mate's expense. This time it was hard-shod Norris's turn to chafe

Vettel built on Aston's work since Spain and made it through to Q3 for the third time



about being held up – but, since the Ferrari retirements and Tsunoda's wing trouble had gifted the McLarens three places each, the pitwall was unwilling to condone civil war.

"If Daniel would have gone by Lando at the beginning," said team boss Andreas Seidl, "we would have ended up in a yo-yo like we've seen with other teams this year, both being stuck behind Alonso and having the risk that Ocon goes through at least one of these cars."

5 Aston Martin upswing continues – with Vettel at least

Sebastian Vettel finished sixth in Baku, the Aston Martin team's best result so far this year. Vettel made it through to Q3 for the second race in a row, started ninth on medium tyres and then finished sixth after following Gasly's strategy of pitting early for hards and then holding on to the chequered flag. Vettel's Q3 achievement was all the more remarkable since he got there without a tow, team-mate Lance Stroll having exited in Q1 with a shunt which brought out a red flag.

Aston says it is learning quickly about the potential of the radical update it unveiled at the Spanish Grand Prix in May.

"We can use it in wider operating windows, and that just means we can focus on optimising the car in a more traditional way at a grand prix weekend," said performance director Tom McCullough. "At the start of the year we were heavily dominated by certain characteristics which meant we were pinned from a set-up point of view. But there's still plenty more work to do."

RESULTS ROUND 8

BAKU CITY CIRCUIT / 12.06.22 / 51 LAPS



1st	Max Verstappen Red Bull	1h34m05.941s
2nd	Sergio Pérez Red Bull	+20.823s
3rd	George Russell Mercedes	+45.995s
4th	Lewis Hamilton Mercedes	+71.679s
5th	Pierre Gasly AlphaTauri	+77.299s
6th	Sebastian Vettel Aston Martin	+84.099s
7th	Fernando Alonso Alpine	+88.596s
8th	Daniel Ricciardo McLaren	+92.207s
9th	Lando Norris McLaren	+92.556s
10th	Esteban Ocon Alpine	+108.184s
11th	Valtteri Bottas Alfa Romeo	+1 lap
12th	Alex Albon Williams	+1 lap
13th	Yuki Tsunoda AlphaTauri	+1 lap
14th	Mick Schumacher Haas	+1 lap
15th	Nicholas Latifi Williams	+1 lap*
16th	Lance Stroll Aston Martin	46 laps - vibration

*includes 5s penalty for ignoring blue flags

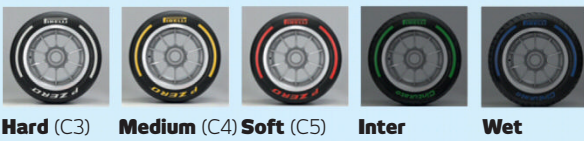
Retirements

Kevin Magnussen Haas	31 laps - power unit
Zhou Guanyu Alfa Romeo	23 laps - cooling
Charles Leclerc Ferrari	21 laps - power unit
Carlos Sainz Ferrari	8 laps - hydraulics

Fastest lap

Sergio Pérez 1m46.046s on lap 36

TYRE COMPOUNDS USED



CLIMATE



AIR TEMP

29°C

TRACK TEMP

53°C

DRIVERS' STANDINGS

1 Verstappen 150pts	12 Magnussen 15pts
2 Pérez 129pts	13 Ricciardo 15pts
3 Leclerc 116pts	14 Vettel 13pts
4 Russell 99pts	15 Tsunoda 11pts
5 Sainz 83pts	16 Albon 3pts
6 Hamilton 62pts	17 Stroll 2pts
7 Norris 50pts	18 Guanyu 1pt
8 Bottas 40pts	19 Schumacher 0pts
9 Ocon 31pts	20 Hülkenberg 0pts
10 Gasly 16pts	21 Latifi 0pts
11 Alonso 16pts	





FINISHING STRAIGHT

RACE DEBRIEF

F1 WORLD CHAMPIONSHIP ROUND 9

THE CANADIAN GP IN 5 KEY MOMENTS



Verstappen was on top form in Montréal, and put in a champion's performance to deal with a fired-up Sainz and claim his sixth win of the season

1 Verstappen produces the drive of a champion

This was Max Verstappen's most impressive display since Imola. Outqualified by Sergio Pérez in Monaco and Baku and seemingly out of sync with Red Bull's RB18 – compromised particularly by its understeer tendencies – Verstappen was back to his best in Montréal.

Give him a wet track and a car with which he feels comfortable and there are few, if any, who can match him. In Canada, Verstappen was imperious in leading each segment of qualifying on a gradually drying circuit – while Pérez was nowhere and ultimately crashed out in Q2.

Carlos Sainz (always strong in the wet himself), George Russell, and particularly Fernando Alonso, all variously snapped at Verstappen's heels – but even though chief rival Charles Leclerc was played out of the picture by a limit-busting Ferrari engine change, you got the feeling this was a Saturday where no one would touch Max, even under normal circumstances.

Traffic inevitably played its part in Q1, where

Alonso was only 0.058 seconds away from Verstappen, but with fewer cars on track and intermediates fitted for Q2 and Q3, Verstappen emphatically laid the groundwork for victory in this grand prix: a massive 1.102s clear in Q2 then pole by 0.645s from Alonso (mightily impressive in his own right) when it mattered.

Sainz would probably have slotted into that gap with a clean final lap – but he estimated losing half a second over-extending himself into the final chicane, so ended up third behind Alonso.

It took Sainz a couple of laps to fight past Alonso in the race, by which time Verstappen was nearly 2.5s to the good. He extended that gap out past three seconds before the Red Bull's left-front medium-compound Pirelli began graining, allowing Sainz to close. When Pérez broke down with gearbox failure on lap 9 of 70, Red Bull elected to pit Verstappen under Virtual Safety Car conditions and commit to a two-stop strategy.

Sainz was initially committed to a one-stop

strategy, after waiting until the end of lap 20 to make his own switch to hards. Once Max made his second stop at the end of lap 43, Red Bull estimated Verstappen would catch and re-pass Sainz with 10 laps to go. Then Yuki Tsunoda crashed his AlphaTauri at the pit exit, a full Safety Car was deployed on lap 49 and Ferrari made a split-second decision to concede track position and fit Sainz with a fresh set of hard tyres.

This unexpected development created a 16-lap sprint finish with a five-lap tyre-life offset between the Red Bull and the Ferrari. This is where we saw Verstappen at his best again – driving *just* fast enough through the first two sectors of the lap to have enough ERS deployment to keep Sainz *just about* far enough out of reach when the Ferrari picked up DRS on the long drag to the final chicane.

Radio failure meant Max couldn't speak to his team in those final laps either – but he didn't need to. He had everything under control in a way only true champions do.

PICTURES: ANDY HONE; MARK SUTTON



Sainz was second for the third time this season, but in Canada the Spaniard had a genuine shot at victory after the Safety Car restart



in Spain, then a full-blown engine failure beyond repair in Baku, Ferrari (eventually) elected to hand Leclerc a fresh power unit for Canada, relegating him to the back of the grid. Leclerc made a decent fist of recovering to fifth in the race, though he lost time to a slow pitstop which dropped him to the back of a tedious DRS train led by Lance Stroll – then got bottled up behind Esteban Ocon’s Alpine, which Leclerc initially found “impossible” to pass. After the Safety Car restart, Leclerc made two punchy divebomb passes on the Alpines at the hairpin – but the Mercedes drivers, and thus the podium, remained out of reach.

Of course, Sainz came within a sniff of winning. Perhaps if Ferrari had left him out on those ageing hard tyres he might have done. But Ferrari was concerned Sainz might lose third to Lewis Hamilton if those tyres didn’t hold up, so played safe.

“It’s difficult to judge,” said Ferrari team boss Mattia Binotto. “We know that in order to defend he should have been very fast on track, at least a 17.4, 17.3 on a single lap, because Max was very fast behind. It would have been very close.”

Sainz felt he could have made it to the end at sufficient pace, though it was only Leclerc who had use of the new spec of rear wing, tuned to have a better DRS effect and top speed for the same downforce level. Regardless Sainz was delighted to have finally put himself in contention for victory with a car he’s so far struggled to tame.

“Compared to a Red Bull, we were quicker, I think the whole race,” Sainz said. “First time this season I think I can say I was fastest man on track, which gives me confidence for the next races. But two or three tenths is not enough to pass a Red Bull, you need more like five, six tenths of pace delta if you really want to have any chance of passing Max.” ▶

2 Green shoots of recovery for Ferrari – and Sainz

The way Ferrari conceded advantage in both championships to Red Bull during the run of races since Miami has a familiarly depressing ring to it: fast enough to win, but giving away points to awful reliability (Spain and Baku) or poor strategy (Monaco).

When you add in the fact Red Bull has successfully developed RB18 to close the pure pace deficit apparent at the start of this season, it

has looked recently as though Ferrari is suddenly fighting a losing battle.

Although Ferrari clawed four points back in Canada, thanks to Pérez’s misfortune, Charles Leclerc took another huge hit in his individual title fight with Verstappen. The gap now stands at 49 points – bigger than any advantage Leclerc previously held over Verstappen.

Having suffered sudden turbo/MGU-H failure



FINISHING STRAIGHT

RACE DEBRIEF

F1 WORLD CHAMPIONSHIP ROUND 9

3 Hamilton bounces back to the podium

Lewis Hamilton has, for the most part, cut a disconsolate figure as Mercedes has taken its giant step backwards from serial winner to also-ran. After Baku, where Hamilton barely beat Pierre Gasly's AlphaTauri to fourth place and finished over 70s off victory, W13 suffered such severe bouncing questions were raised as to whether Lewis would even be physically fit enough to participate in Canada.

But Hamilton dispelled those notions and worked with his personal trainer, Angela Cullen, to

get his back straightened out. He (ahem) 'bounced' back to form at the scene of his first grand prix victory – turning around a disastrous Friday, when he declared the car "undriveable", to qualify fourth then finish on the podium for the first time since the Bahrain season-opener.

Hamilton's pace in this race was sufficiently unnerving for Ferrari to elect to pit Sainz a second time lest he come under threat towards the end, and Hamilton can also take encouragement from out-pacing Mercedes team-mate George Russell

by almost 0.3s per lap (on like-for-like tyres) during the final sprint to the finish.

"I wasn't really lost," said Hamilton of the revised floor and setup experiments that left him trailing Verstappen's Red Bull by almost 1.3s after Friday practice. "It's just we tried two different avenues and the avenue I was down was dreadful.

"The balance I had was neutral, super positive, so no rear end. And as soon as you apply one degree of turning, the rear end comes around. I was just fighting that constantly and it was very difficult to keep it out of the wall. That's why I didn't finish my long run, because it was just undriveable in the setup window that we tried.

"So, we collated all the data and we made drastic changes to the setup. And it was much, much, much nicer – more in line with what we anticipated. I had a little, nice amount of understeer, better traction, not having those snaps. So, it was night and day difference. We still have bouncing, that's not going away... [but] much better than Baku this weekend, with the suspension that we chose."

Hamilton was quick enough to worry Ferrari and claim his second podium of the season



4 Alonso frustrated by Sunday slump

Fernando Alonso hasn't always, particularly recently in his career, been lauded as a phenomenal qualifier – but in Montréal he was the star of the show behind Verstappen. To put Alpine on the front row was impressive enough, but to be almost 1.6s faster than team-mate Esteban Ocon in the process was something else entirely.

Alpine team boss Otmar Szafnauer was at a loss to explain the difference, other than to say the data overlay showed Ocon losing time to Alonso in the corners, while Ocon suggested some kind of unexplained issue.

"We didn't make huge setup changes, we didn't experiment too much because the car felt good from the first laps in FP1 so that was a help to build the confidence," Alonso said after qualifying.

"It's also a circuit that I think you need some rhythm into it. You use a lot of kerb riding here and it's quite bumpy. There are a few things that, you know, are there for many, many years.

I've been racing here 16 or 17 years so as I always said, age and experience is always a help, it's never a downside."

Alonso declared before the race that leading a lap and finishing at least fifth would represent a victory for Alpine on a track that clearly suited the car's efficient aerodynamic profile. Alonso ultimately achieved neither, but was in podium contention until a suspected air leak robbed his Renault engine of precious power from around the 20th lap onwards.

"When the engine problem came, it was just trying to survive, trying to get the DRS, driving kamikaze in the corners before the detection, because the DRS was my only safety on the straights after that," Alonso said.

After finishing behind Ocon in seventh, Alonso was later handed a five-second penalty for weaving in defence against Valtteri Bottas, dropping Fernando to ninth.

5 Breakthrough for Zhou (and Schumacher)

Mick Schumacher and Zhou Guanyu have both been much maligned during relatively indifferent starts to this season.

Zhou scored a point on debut in Bahrain but has generally been well beaten by Valtteri Bottas – while fending off accusations Chinese commercial interests mean he occupies the second Alfa Romeo seat ahead of worthier causes.

Schumacher is up against a very quick proven team-mate in Kevin Magnussen and must make a step up in year two. Costly crashes in Saudi Arabia and Monaco have added pressure to Mick, who after a plodding drive to 14th in Baku was given

Schumacher and Zhou both made Q3 and Zhou followed that with two points for eighth



After qualifying an impressive second, Alonso was hampered by engine issues in the race

the hurry-up by Haas team boss Guenther Steiner.

Both Schumacher and Zhou impressively made Q3 in Canada. Schumacher was sixth in Q2 and qualified there, just behind Magnussen, while Zhou beat Bottas into the top 10. In such difficult and changeable conditions, this suggested they might belong at this level after all.

"Obviously, it's nice to have a good result. But it's also something to build on," said Schumacher. "And, you know, just prove to everybody yes, I am here for a reason."

Unfortunately, a Ferrari engine failure stopped Schumacher after just 18 laps of the race, but Zhou converted his top-10 start into a career-best ninth, which then turned into eighth when Alonso was penalised.

RESULTS ROUND 9

CIRCUIT GILLES VILLENEUVE/
19.06.22 / 70 LAPS



1st	Max Verstappen	Red Bull	1h36m21.757s
2nd	Carlos Sainz	Ferrari	+0.993s
3rd	Lewis Hamilton	Mercedes	+7.006s
4th	George Russell	Mercedes	+12.313s
5th	Charles Leclerc	Ferrari	+15.168s
6th	Esteban Ocon	Alpine	+23.890s
7th	Valtteri Bottas	Alfa Romeo	+25.247s
8th	Zhou Guanyu	Alfa Romeo	+26.952s
9th	Fernando Alonso	Alpine	+29.945s*
10th	Lance Stroll	Aston Martin	+38.222s
11th	Daniel Ricciardo	McLaren	+43.047s
12th	Sebastian Vettel	Aston Martin	+44.245s
13th	Alex Albon	Williams	+44.893s
14th	Pierre Gasly	AlphaTauri	+45.183s
15th	Lando Norris	McLaren	+52.145s**
16th	Nicholas Latifi	Williams	+59.978s
17th	Kevin Magnussen	Haas	+68.180s

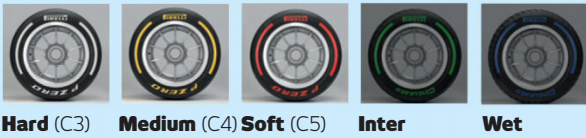
Retirements

Yuki Tsunoda	AlphaTauri	47 laps - accident
Mick Schumacher	Haas	18 laps - power unit
Sergio Pérez	Red Bull	7 laps - transmission

Fastest lap

Carlos Sainz 1m15.749s on lap 63

TYRE COMPOUNDS USED



CLIMATE	AIR TEMP	TRACK TEMP
Sunny	25°C	40°C

DRIVERS' STANDINGS

1 Verstappen	175pts	12 Magnussen	15pts
2 Pérez	129pts	13 Ricciardo	15pts
3 Leclerc	126pts	14 Vettel	13pts
4 Russell	111pts	15 Tsunoda	11pts
5 Sainz	102pts	16 Guanyu	5pts
6 Hamilton	77pts	17 Albon	3pts
7 Norris	50pts	18 Stroll	3pts
8 Bottas	46pts	19 Schumacher	0pts
9 Ocon	39pts	20 Hülkenberg	0pts
10 Alonso	18pts	21 Latifi	0pts
11 Gasly	16pts		





FINISHING STRAIGHT

RACE PREVIEW

F1 WORLD CHAMPIONSHIP ROUND 10

BRITISH GP

1-3 July 2022

Silverstone



PICTURE: MARK SUTTON. ILLUSTRATION: ALAN ELDREDGE

THE MAIN EVENT

Straddling Northamptonshire and Buckinghamshire, the speedbowl which hosted the very first world championship GP had a very short life as a wartime airfield before it was adopted by racers. It's changed almost beyond recognition since then, but the challenges remain consistent: this is a fast, physically tough and rewarding track to race on.

The prevalence of fast corners means most drivers rate Silverstone very highly but these characteristics also make the track tough on tyres. F1's new generation of cars make their downforce differently and it should be easier to follow each other through sections such as the Maggotts-Becketts complex. But the additional weight of the new cars may also tell through these quick changes of direction, punishing the tyres even more.

2021 RACE RECAP

Silverstone hosted the first F1 Sprint, a 17-lap thrash to determine the grid for Sunday's race. Max Verstappen passed polesitter Lewis Hamilton on the opening lap and held on to claim pole position for the grand prix, but when the main event got under way Hamilton was in no mood to be frustrated in front of his home crowd again. The duo battled throughout the opening lap until they reached Copse side by side.

The controversial collision which ensued sent Max hard into the barriers and earned Lewis a 10-second penalty from which he recovered to win, passing long-time leader Charles Leclerc's Ferrari with two laps to go. Afterwards Red Bull raged that the penalty wasn't severe enough...

KEY CORNER: TURN 4 The Loop, introduced in the most recent revamp of the circuit in 2010, is a sharp late-apex left-hander. It is the slowest on the track but important for speed down the Wellington Straight which follows after the next corner...



RACE DATA

Circuit Silverstone

Grand Prix Circuit

First GP 1950**Number of laps** 52**Circuit length** 3.66 miles**Race distance** 190.262 miles**Lap record** 1m27.097s

Max Verstappen (2020)

F1 races held 56**Winners from pole** 20**Pirelli compounds** C1, C2, C3

CAR PERFORMANCE

Downforce level High**Cooling requirement** Medium**Full throttle** 66%**Top speed** 199mph**Average speed** 153mph

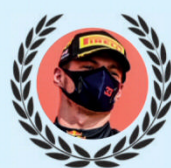
TIMETABLE (UK TIME)

Friday 1 July**Practice 1** 13:00-14:00**Practice 2** 16:00-17:00**Saturday** 2 July**Practice 3** 12:00-13:00**Qualifying** 15:00-16:00**Sunday** 3 July**Race** 15:00**Live coverage** Sky Sports F1 and Channel 4

THE PAST FIVE WINNERS HERE



2021

Lewis
Hamilton
Mercedes

2020

Max
Verstappen
Red Bull

2020

Lewis
Hamilton
Mercedes

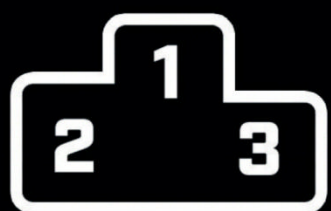
2019

Lewis
Hamilton
Mercedes

2018

Sebastian
Vettel
Ferrari

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YOUR GP WEEKEND COMPANION

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FINISHING STRAIGHT

RACE PREVIEW

F1 WORLD CHAMPIONSHIP ROUND 11

AUSTRIAN GP

8-10 July 2022

Red Bull Ring

PICTURE: ANDY HONE. ILLUSTRATION: ALAN ELDREDGE



RACE DATA

Circuit Red Bull Ring**First GP** 1970**Number of laps** 71**Circuit length** 2.688 miles**Race distance** 190.848 miles**Lap record** 1m05.619s

Carlos Sainz (2020)

F1 races held 36**Winners from pole** 13**Pirelli compounds** C3, C4, C5

CAR PERFORMANCE

Downforce level Low**Cooling requirement** Medium**Full throttle** 66%**Top speed** 192mph**Average speed** 140mph

TIMETABLE (UK TIME)

Friday 8 July**Practice 1** 12:30-13:30**Qualifying** 16:00-17:00**Saturday** 9 July**Practice 2** 11:30-12:30**Sprint** 15:30-16:30**Sunday** 10 July**Race** 14:00**Live coverage** Sky Sports F1**Highlights** Channel 4

THE MAIN EVENT

One of the longer tracks in the F1 calendar is followed by one of the shortest. Greedy local landowners forced the former Österreichring to shrink when it was redeveloped in the 1990s. Now under the ownership of the Red Bull empire, it's become a hub for all sorts of activities besides motor racing, from hiking and mountain biking to fine dining in the restaurant which overlooks the picturesque Styrian foothills.

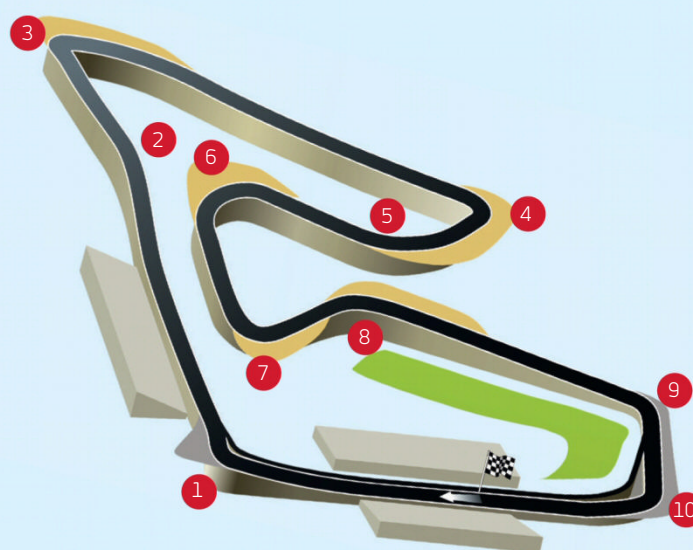
This year the Red Bull Ring is one of the three venues to host a Sprint event, which entails a rejigged schedule in which qualifying is held on Friday. With more points up for grabs this year, the Sprint could develop into an eventful encounter – with a bit of crash damage to fix afterwards...

2021 RACE RECAP

The Austrian Grand Prix was the final round of a triple-header featuring the French Grand Prix and another race at the Red Bull Ring, named the Styrian GP and added to the calendar to make up for COVID-related race cancellations earlier in the season. It was during this round of three races that the championship pivoted towards Max Verstappen, who left Austria in the lead with a 32-point cushion.

Max set pole position and recorded the fastest lap on his way to an imperious victory over Valtteri Bottas by 17.973s. Lewis Hamilton had a muted weekend, qualifying and finishing in fourth place as Mercedes struggled on tyres which were a step softer than those used in the Styrian GP.

KEY CORNER: TURN 4 This is the second overtaking opportunity on this very short lap but a much riskier one, requiring the driver ahead to have lost momentum in the sharper Turn 3. Get it wrong and you'll crash or slide wide into the gravel.



THE PAST FIVE WINNERS HERE



2021

Max
Verstappen
Red Bull

2021

Max
Verstappen
Red Bull

2020

Lewis
Hamilton
Mercedes

2020

Valtteri
Bottas
Mercedes

2019

Max
Verstappen
Red Bull



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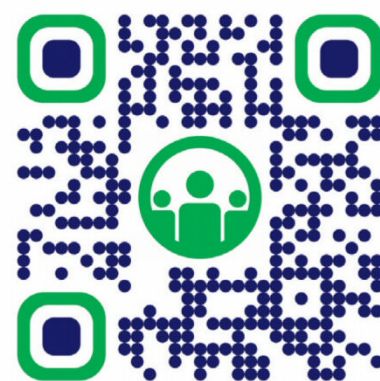


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FINISHING STRAIGHT

RACE PREVIEW

F1 WORLD CHAMPIONSHIP ROUND 12

FRENCH GP

22-24 July 2022
Circuit Paul Ricard



PICTURE: STEVE ETHERINGTON. ILLUSTRATION: ALAN ELDREDGE



RACE DATA

Circuit Circuit Paul Ricard
First GP 1971
Number of laps 53
Circuit length 3.630 miles
Race distance 192.432 miles
Lap record 1m32.740s
Sebastian Vettel (2019)
F1 races held 17
Winners from pole 11
Pirelli compounds C2, C3, C4

CAR PERFORMANCE

Downforce level Medium
Cooling requirement Medium
Full throttle 58%
Top speed 213mph
Average speed 139mph

TIMETABLE (UK TIME)

Friday 22 July
Practice 1 13:00-14:00
Practice 2 16:00-17:00
Saturday 23 July
Practice 3 12:00-13:00
Qualifying 15:00-16:00
Sunday 24 July
Race 14.00
Live coverage Sky Sports F1
Highlights Channel 4

THE MAIN EVENT

Though just 10km inland from the spectacular French Riviera between Marseilles and Toulon, Paul Ricard feels more remote than it is since it lies atop a plateau and is serviced by small, winding roads which can make race day traffic a grind. Jackie Stewart won the first grand prix here in 1971, and the track gained a reputation for hosting Monza-style slipstreaming races thanks to the ultra-long Mistral Straight, named after the wind which blows down here from the valleys to the northwest.

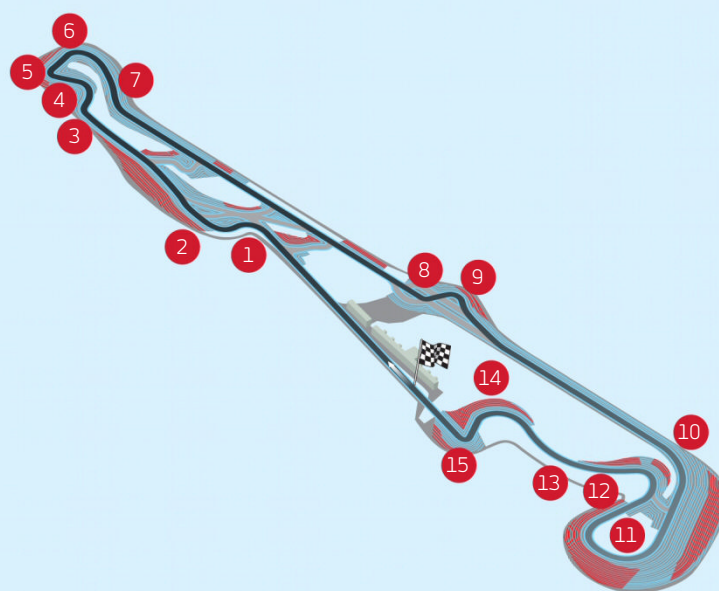
The circuit was refurbished as a test venue in the early 2000s, hence the border of striped high-grip asphalt and the proliferation of different layouts, although the GP uses a very similar layout to the original one – with the exception of the Mistral Straight, which is now bisected by a chicane.

2021 RACE RECAP

Paul Ricard's first two races after returning to the F1 calendar in 2018 were disappointingly dull but the third was much more engaging. Max Verstappen and Lewis Hamilton fought wheel-to-wheel and it was a bold Red Bull strategy which gave Max the platform to seize a dramatic victory.

Verstappen made a mistake on the opening lap but undercut Hamilton to take the lead at his first pitstop. Thanks to the presence of team-mate Sergio Pérez in the mix he was then able to make a second stop and repass Hamilton on fresher tyres – Mercedes couldn't mimic this strategy without losing track position to both Red Bull drivers. Max made the decisive overtake on the penultimate lap.

KEY CORNER: TURN 5 One of the less heralded aspects of the resurfacing work done ahead of the 2019 race was the addition of a 'crown' in the surface here to aid drainage. It has also created a small overtaking opportunity as drivers try to avoid the bump.



THE PAST FIVE WINNERS HERE



2021

Max
Verstappen
Red Bull



2019

Lewis
Hamilton
Mercedes



2018

Lewis
Hamilton
Mercedes



1990

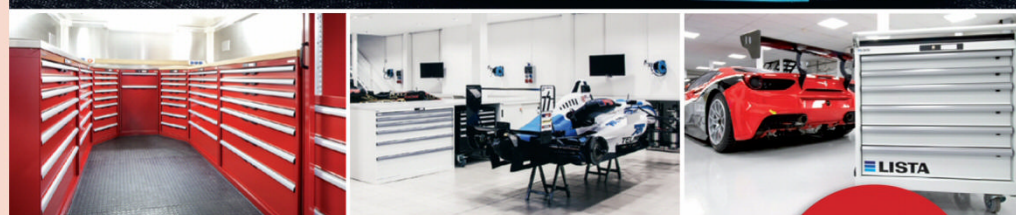
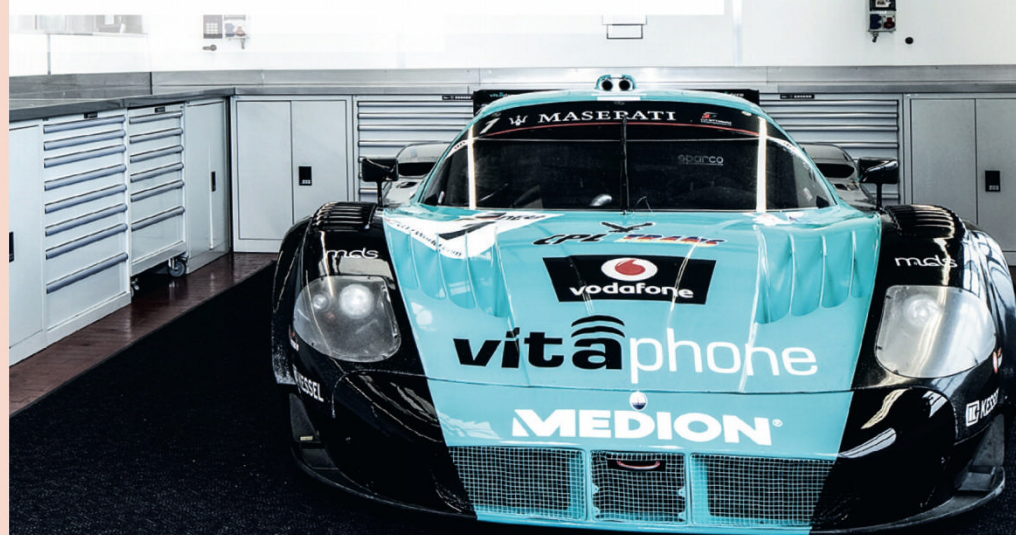
Alain
Prost
Ferrari



1989

Alain
Prost
McLaren

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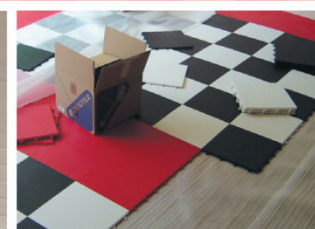
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SILVERSTONE AND FORMULA 1

Authors Anthony Meredith and Gordon Blackwell

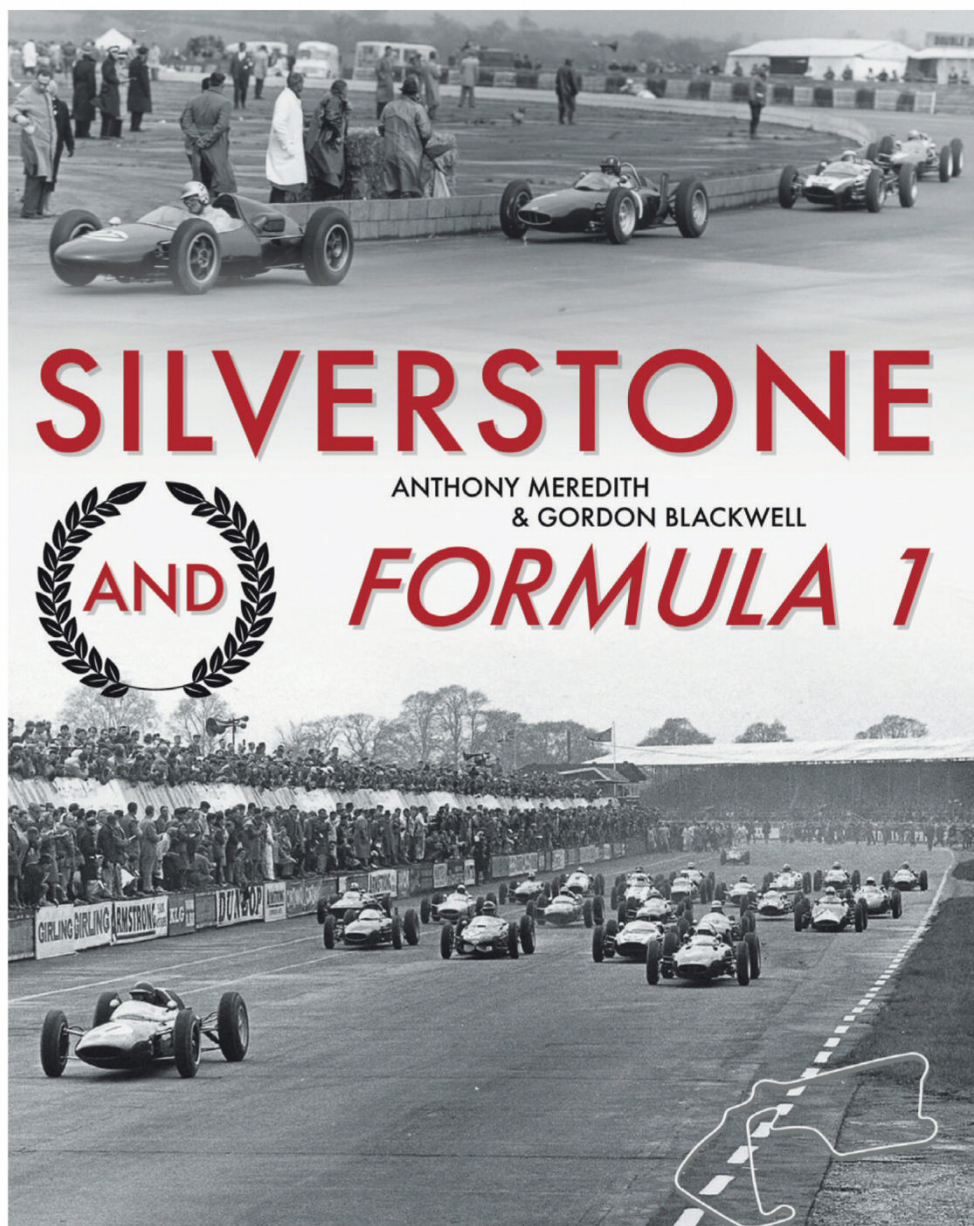
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Silverstone seldom stands still. The home of the British Grand Prix – and the first circuit to host a round of the world championship – has evolved continuously since an enterprising bunch of ex-servicemen covertly broke in to race their cars around the former RAF base in the years immediately after WWII. From oil drums and straw bales to a cutting-edge racing facility with multiple

layouts, Silverstone has adapted to survive as a venue. And it's now a year-round business, with a hotel and museum, a Porsche driving experience on site, and even (coming soon) a kart track. It's even got solar panels on the roof of the 'Wing'...

Authors Anthony Meredith and Gordon Blackwell trace the history of this remarkable place using evocative archive images, some rarely seen.



GIRARD-PERREGAUX LAUREATO ABSOLUTE AMR F1 EDITION

Price £21,500

girard-perregaux.com

If *haute horlogerie* is your thing then look no further than this Aston Martin F1 edition of Girard-Perregaux's Laureato Absolute chronograph, described by the Swiss watchmaker as 'ground-breaking' – it is certainly a wallet-buster.

GP is the official watch partner of Aston Martin and the AMF1 edition of the Laureato Absolute features a 44mm case made from a blend

of titanium powder and carbon elements taken from Aston Martin F1 cars used during 2021, presented in a tinted resin. Each one will, therefore, be unique. A colour-keyed strap and face is in traditional British Racing Green. Production is limited to 306 pieces, that number being the race length in kilometres of the British GP – fitting since the F1 team is based just across the road from Silverstone.





OATH GIN

Price €39.98
oathgin.com

Originally popularised in the UK by William of Orange, latterly – after the notorious 18th century gin craze – nicknamed “mother’s ruin”, gin has become extraordinarily fashionable in the past decade (in fact, trendspotters in the *GP Racing* office whisper that artisan rum is much more ‘now’). Now Valtteri Bottas and his partner Tiffany Cromwell have got in on the act with a product described as “a unique sipping gin”.

Oath gin combines a traditional juniper berry base with vacuum distilled oats and apple peels, resulting in “a unique floral, spicy and fruity gin with light pine notes on the top”. The vacuum distilling process prevents the oats burning and is claimed to give the gin a natural smoothness without adding sugar. It’s currently on sale in ALKO stores in Finland and will shortly be available in the UK via Amazon.



HOT WHEELS MUNCHY PLAY PLATE

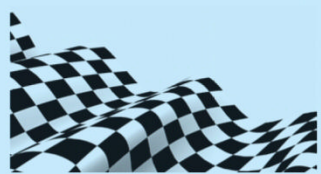
Price £15.99
munchyplay.com

Readers of a certain vintage will no doubt have been taught never to play with their food. However, we live in more enlightened times these days and, for those not old enough to possess smartphones with which to post shots of their comestibles to Instagram, entertainment at the dinner table is encouraged. We’ve featured Munchy Play’s racing-car themed plate for

pre-schoolers in a previous issue, and now that has been joined by a licenced Hot Wheels-themed plate.

Made in the UK using polypropylene, the plates are free of BPA, PVC and melamine, and have a dished central space with high sides to make scooping of food easier. There’s also a non-slip base and a circuit around which a Hot Wheels car (not included) can lap the plate.





THE FINAL LAP

FINISHING STRAIGHT

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AN OUTBREAK OF THE BUDGET CAP BLUES

Much guff has been spouted over the matter of F1's budget cap but now, perhaps, the subject has finally crossed the Rubicon (some might even say it has long since jumped the shark, if such a collision of cultural-aquatic metaphors were permissible in these pages). McLaren, the team which squawked longest and loudest for the cap to be set as low as possible, has now publicly capitulated to the inevitability of breaking it.

"We are at a position where we can't make the cap anymore," team principal Andreas Seidl told reporters at the Azerbaijan Grand Prix.

F1 is an expensive business. This is a known. It is hardly the most extraordinary revelation since Archimedes realised his bath was too hot.

For many years the costs of taking part have been a given – and, indeed, blithely ignored by those few teams privileged enough to not require constant vigilance over the P&L. Freedom to spend has long been enshrined as an entitlement by competitors, and any attempt to constrain this

profligacy has been met with fire and fury – and no small amount of spurious cant. We now take for granted that drivers are penalised for using more than three engines per year, whereas when Max Mosley first pushed through measures to make engines last a full weekend, let alone more than one, he was met with pettifogging objections such as "But we always change engines on a Saturday night."

The latest restrictions have also largely put an end to another venerable F1 tradition, that of team members having to carry development kit in their luggage. When Baku hosted its first grand

Burning through their budget-capped money quicker than anticipated could mean some teams are forced to miss races



prix the staff of this magazine were amused to note Toro Rosso boss Franz Tost pacing the arrivals hall in mounting angst when the baggage carousel failed to disgorge his chattels, which included several new components along with his undergarments and such.

Has the cap proved too abrupt for some teams with a spending habit? Already we've heard considerable innuendo regarding Red Bull's ability to bring so many developments to its 2022 car. For an outfit with form in rapid development – even introducing what amounted to mid-season B-spec cars in recent years – the team must have found the budget cap a culture shock. Little wonder team principal Christian Horner floated the apocalypse scenario of teams being forced to miss races later in the year if the cap isn't raised.

A rapid inflation in costs has made this adjustment process even

more difficult. Everything is more expensive these days (even the copy of *GP Racing* you hold in your hands – a result of spikes in postage, freight and paper costs). Every time you walk past a petrol station – it now being too expensive to drive past – the price of unleaded and diesel has gone up. While it is fashionable to blame the war in Ukraine, many economists have been predicting a period of inflation and associated quantitative tightening since last year. The era of free money is over. Having already announced its biggest interest rate increase since 2000, in late June the US Federal Reserve began unwinding the asset purchases it's been making – trillions of dollars worth – to keep money flowing through the global economy since the pandemic hit. Other central banks in the G7 are expected to follow.

A period of inflation shouldn't have come as a surprise to F1's wonga wangers, although you could say that, like porpoising, it's a phenomenon of the 1970s and '80s today's generation simply hasn't had to grapple with in their lifetime. The question now is what will happen as teams test the boundaries of the permitted 'grey area' before punishments are imposed...

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